

RAILWAY AGE

MAY 13, 1950

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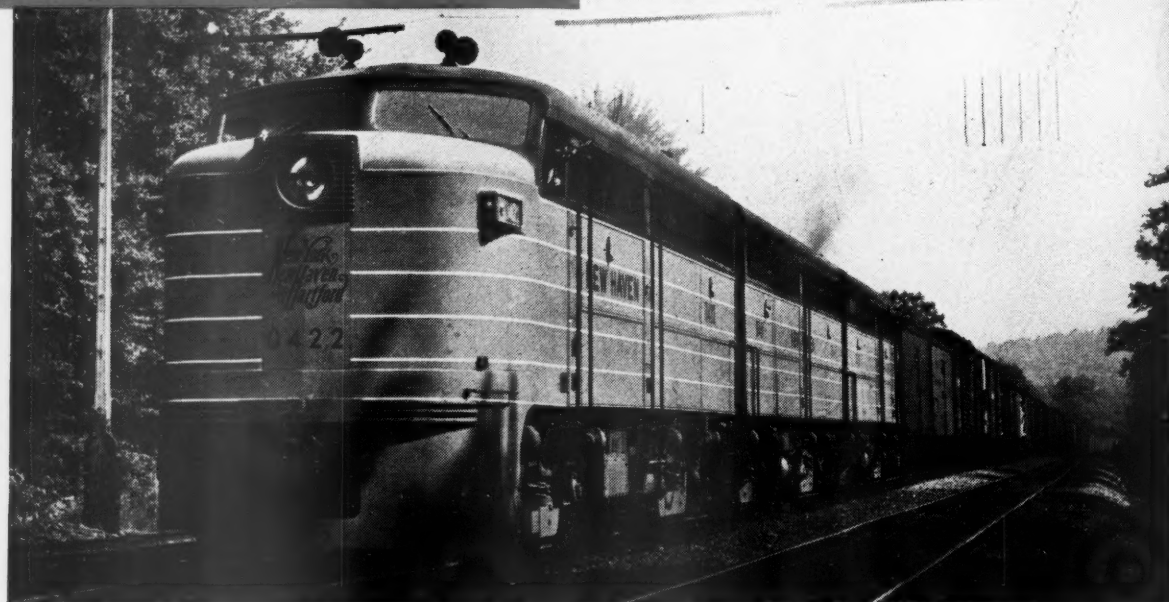
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Published weekly by Simmons-Boardman Publishing Corporation, Orange, Conn. Executive Offices, 30 Church Street, New York 7, N. Y. Entered as second class matter at Orange, Conn., under the act of March 3, 1879. Subscription price \$6.00 for one year, U. S. and Canada. Single copies, 50 cents each. Vol. 128, No. 9.

RAILWAY AGE

With which are incorporated the Railway Review, the Railway Gazette, and the Railway-Age Gazette. Name Registered in U. S. Patent Office and Trade Mark Office in Canada.

Published by
**SIMMONS-BOARDMAN
PUBLISHING CORPORATION**
The House of Transportation
and Building

Publisher of
Railway Age
Railway Engineering & Maintenance
Railway Mechanical & Electrical Engineer
Railway Signaling & Communications
Car Builders' Cyclopedias
Locomotive Cyclopedias
Railway Engineering &
Maintenance Cyclopedias
American Builder
Marine Engineering &
Shipping Review
Marine Catalog & Buyers' Directory
Books covering transportation
and building

Office of Publication, Orange, Conn.
Editorial and Executive Offices at 30
Church Street, New York 7, N. Y.,
and 79 West Monroe Street, Chicago
3, Ill.

Washington 4, D. C.: 1081 National
Press Building—Cleveland 13: Termi-
nal Tower — Seattle 1: 1914 Minor
Avenue—Los Angeles 17: 816 West
Fifth Street—Dallas 4: 2909 Maple
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Subscriptions: including 52 regular
weekly issues, and special daily edi-
tions published from time to time in
New York or in places other than

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New York, payable in advance and
postage free — United States, U. S.
possessions and Canada: 1 year, \$6.00;
other countries not including daily edi-
tions in Western Hemisphere: 1 year,
\$10.00; 2 years, \$16.00; other coun-

tries: 1 year, \$15.00; 2 years, \$25.00.
Single copies, 50 cents each, except
special issues.

H. E. McCandless, Circulation Mana-
ger, 30 Church Street, New York 7.

Railway Age is a member of Associated Business Papers
(A. B. P.) and Audit Bureau of Circulation (A. B. C.) and is
indexed by the Industrial Arts Index and by the Engineering
Index Service. Published each Saturday by the Simmons-Board-
man Publishing Corporation, Orange, Conn. Printed in U. S. A.

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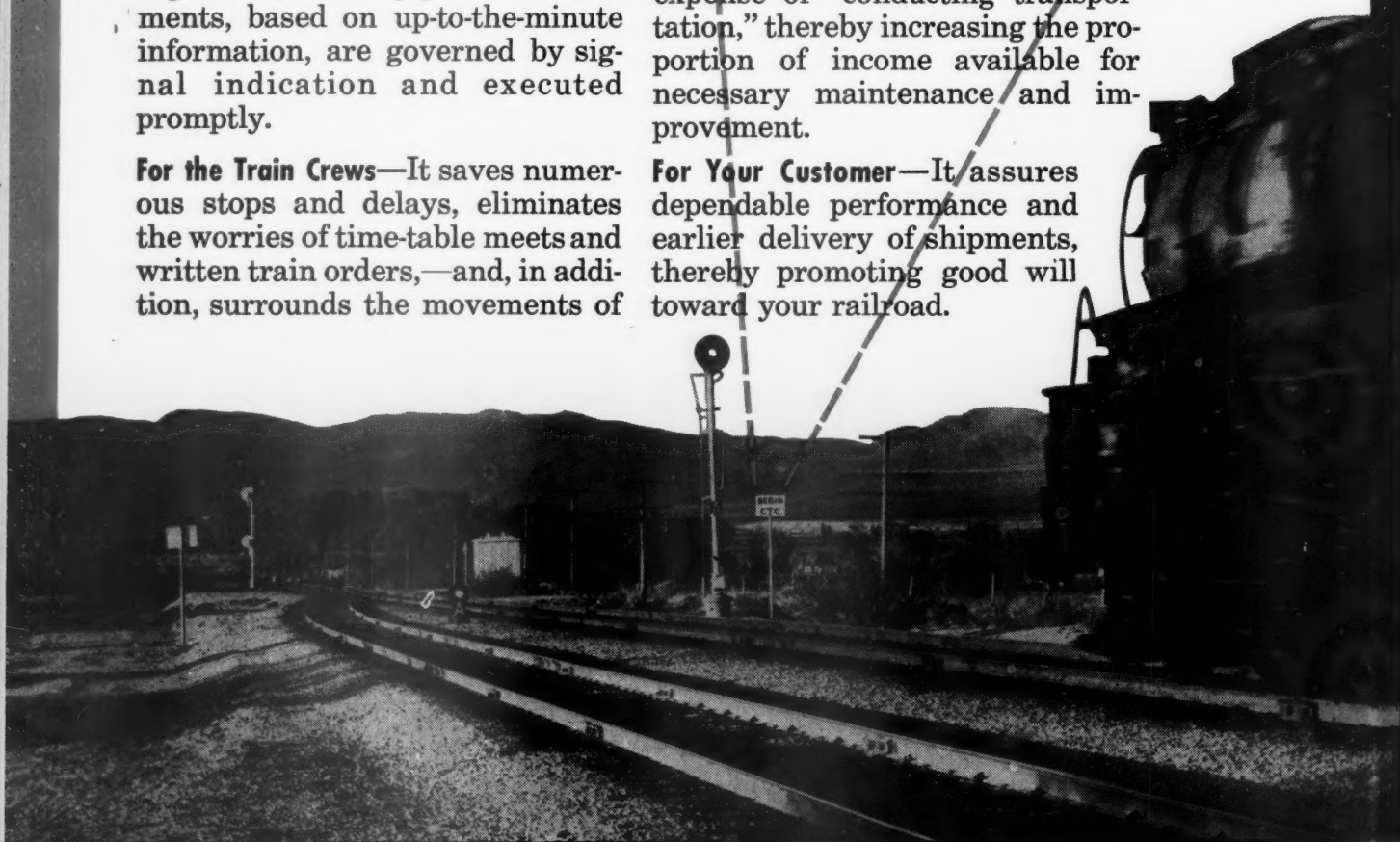
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WEEK AT A GLANCE

THE AIR LINES' BEST FRIENDS: "It looks," a railroad officer remarked to one of the editors of *Railway Age* on May 10, "as though the railroads' firemen are the best friends the air lines have." Certainly, as this issue went to press, the air lines—and to a somewhat lesser extent, the bus and truck lines—were reaping a rich harvest from the strike called by the Brotherhood of Locomotive Firemen & Enginemen against all or parts of four of the country's largest railroads—a strike which is a flagrant misuse of economic power to gain uneconomic ends. A report of developments in the strike situation up to press time is in the News.

IN THE NEWS SPOTLIGHT: Senate advised to block plan to revamp I.C.C.—Bangor & Aroostook orders 300 special "paper and potato" cars from Magor.—Fact-finding board continues hearings in conductors' and trainmen's 40-hr case.—B. of L. E. opposes union shop bill; B. of R. T. offers substitute.—U. P. buys "Train of Tomorrow."—Car builders, short lines, U. S. C. of C. and coal association testify before Senate subcommittee.

"TEMPERED SATISFACTION": Definite improvement in every statistical indicator of freight-claim payments was reported to last week's annual meeting of the A.A.R.'s Freight Claim Division. But, the division's chairman also warned, "we must temper our satisfaction by some sober thinking on how acute the situation still is." A report of the meeting begins on page 52.

RUSSELL YARD: The Chesapeake & Ohio's big yard at Russell, Ky.—its major classification point for westbound freight—is even bigger now, after expenditure by the railroad of some \$5 million for expansion and modernization. The yard's westbound capacity, in fact, is almost double what it used to be. The work done, and the operating reasons for doing it, are described in the illustrated article which begins on page 38.

THE FORCE OF PUBLIC OPINION: Enforcement of decisions of Presidential fact-finding boards in railway labor disputes is supposed to depend on the force of public opinion. Two fact-finding boards have denied as being "without merit" union demands for employment of superfluous men on Diesel locomotives—and "public opinion" has failed to prevent a major strike to enforce that demand. Now that the strike has actually begun, opinion seems to be pretty solidly against the strike—so far at least, as it could be determined from newspaper editorial comment which was available up to press time for this issue. Some of that comment is quoted on page 37. But the strike, nevertheless, did take place—which leads to the conclusion that the Railway Labor Act in its present form has broken down—proved to be, in the words of the Chicago Journal of Commerce, a "dud." So something stronger than public opinion seems definitely to be required if future disturbing railway strikes are to be

avoided. The pending Donnell bill, our leading editorial declares, "is the only measure seriously proposed which deals realistically with the crisis." And as our News pages report, some of the country's leading railroad presidents this week testified before a Senate subcommittee in support of that bill.

EARNINGS IMPROVE: March, 1950, net income of Class I roads reached \$51 million—\$8 million above the corresponding figure for the same month of 1949. As a result, three-month net is only \$9 million below last year. Resumption of coal movement had a lot to do with the better showing—but of course last year's results left a lot of room for improvement. For details, see page 57.

GAEX-DF: Those cryptic initials are likely to assume increasing importance in the thoughts and conversations of a lot of railroad men within the next few months or years. For they stand for the General American-Evans "Damage Free" box car, prototypes of which are just about ready for actual service. A discussion of the economic aspects of the new car was published in our issue of April 22; a complete mechanical description of it, copiously illustrated, appears on page 48 of this issue. The "DF" car is, of course, one of those special types—either in production or in prospect—which are expected to be so helpful to the railroads in meeting truck competition. And the Evans Damage-Free loading device is by no means its only advanced feature. It also includes, as our article points out, Duryea cushion underframes, nailable steel flooring, 8-ft. doorways, shock-resisting high-speed Chrysler-design trucks, and diagonal-panel roofs.

FINDING MONEY: In these days of inflated operating costs, high taxes and intense competition, any legitimate source of additional revenue deserves careful study—especially when it also holds out the possibility of providing real service to passengers and to employees. With those objectives in mind the New York Central created, about a year ago, the position of manager of concessions. His duties, generally, are to explore the possibilities of increasing the railroad's revenue from concessions; to unify, so far as possible, concession operations over the entire system, and to see that the road's patrons are served only by responsible concessionaires. Mac G. Collins, who holds the new post, has had some interesting experiences in it, and has learned a lot of things which should be of interest to other railroads. He has reviewed some of his experiences, observations and conclusions in an article specially prepared for *Railway Age*, which starts on page 44 of this issue.

NEW PRESIDENT FOR C. OF GA.: Merrel P. Callaway, chairman of the board of the Central of Georgia, has been elected also president of that company, to succeed the late Marion J. Wise. For a biography of the new president, see page 43.

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Subsidiary of NATIONAL LEAD COMPANY, New York, Chicago

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SENATOR DONNELL'S ANTI-STRIKE BILL

There is nothing in the Ten Commandments, or the Declaration of Independence, or the Constitution of the United States—or in any other authoritative tabulation of fundamental moral precepts—which ascribes to any minority group of citizens the right to tie up the entire commerce of the country until this privileged group is granted the particular formula of working conditions which it prescribes, and on the merits of which it insists that it be the sole judge.

If any minority group should be thus privileged to establish its own wages and working conditions—subject to no check whatever by impartial judges—then there is no reason to expect that such demands would stop merely with an extra “featherbedded” fireman on each Diesel locomotive, as the Brotherhood of Locomotive Firemen & Enginemen now insists. If this union is able to persuade the American people that it is within its rights in bringing to a stop four of the nation’s largest railroads because *this union alone* has decided that a do-nothing fireman must be employed on Diesels (a demand for which no justification has ever been discovered by impartial authority), then the hiring of a superfluous fireman will be only the beginning of a whole chain of similar demands by this union and all the others.

If the railroad industry and the American people can, by union coercion, be forced to concede the employment of a completely useless additional fireman, then what restraint will operate to prevent the

union from demanding *two* unneeded firemen—or three or four or a dozen? Experience suggests that, like blackmail, concessions granted as a result of coercion are not terminated by success, but that each exaction gives rise to more and larger ones. Success of the demand of the Brotherhood of Locomotive Firemen & Enginemen for a “featherbedded” extra fireman on each Diesel locomotive, would, therefore, inevitably subject the railroads to an interminable series of exactions, from this and other unions, which could completely bankrupt the industry in only a few months.

What then? If the railroads are not going to concede this racketeering demand—and they obviously cannot make such a concession—are they just going to close up shop indefinitely, and let the public shift as best it can for an indefinite period without railroad service?

Question for the Public—and Congress

That is a question for the public—and Congress which is the public’s servant—to answer. The railroad industry is almost a century and a quarter old, without having demonstrated the need, until recently, for an explicit law outlawing strikes. The reason why no such law has heretofore been necessary is that, until the past decade or so, railroad managements were permitted to fight strikes by employing

replacements; by withdrawing recognition from striking unions; and by securing injunctions to hamper the conduct of strikes designed to close down the nation's commerce. *As long as managements had the power thus to oppose strikes, it was quite impossible that any strike could be so successful that all train service would be suspended.* When no danger of a complete shutdown of railroad service existed, there was obviously no need in the public interest for drastic legislation to forbid railroad strikes.

Management, however, has now been deprived of practically all means of combatting work stoppages—e.g., it is expressly forbidden by law from transporting “strikebreakers” across state boundaries; it cannot secure injunctions to hinder collusive and coercive action to bring all train movements to a halt. Unless the public—with the consent of Congress, the public's servant—is willing to be deprived of all railroad service, then one of two courses must be followed—

1. Either all legislative restraints which hinder management in combatting strikes must be repealed;
2. Or strikes by railroad employees must be outlawed.

The Only Realistic Proposal

A bill to give effect to this second course, the outlawing of railroad strikes, has been introduced in the Senate by Senator Donnell of Missouri. This bill would invoke injunctions and other “sanctions” against either railroads or unions engaging in strikes or lockouts in defiance of the findings of Presidential boards established to investigate and make recommendations for the settlement of labor-management disputes in the railroad industry. Provision is made in the bill—designated as S.3463—for court review of the findings of these Presidential boards, a safeguard not provided in the existing Railway Labor Act.

The bill also provides for court review of decisions of the National Adjustment Board—a body which does not deal with negotiations for new wages or working conditions, but which interprets agreements already in effect. The decisions of this board have given rise to many bitter controversies, especially in questions of conflicting jurisdiction by rival unions; and provision of court review for these decisions is an important feature of the Donnell bill, as it must be of any realistic measure to promote industrial peace in the railroad industry.

The Donnell bill is drastic, no doubt of it. Not all objection to it comes from the unions. There are many on the “conservative” side who do not want to leave the final “say” as to what railroad wages and working conditions are to be to some “Presidential board,” or even to regular federal judges. This paper shares the misgivings of these “conservatives,” but it doubts that the drastic remedy put forward by Senator Donnell is anywhere nearly as dangerous as

doing nothing at all—which is the only alternative that opponents of the measure have to offer.

There should be no heat in this discussion. The railway unions are not, by nature, aggregations of bandits. They began as legitimate organizations of employees. They came into existence after experience had demonstrated that, without such protective association, employees were too often subjected to gross abuses. In recent years, however, the politicians for their own selfish purposes have maneuvered these employee organizations into competition with each other of a kind to put a premium on extravagant demands and irresponsible leadership. “All power corrupts and absolute power corrupts absolutely.” When the inordinate power placed in the hands of these labor organizations to hold up the public at will is removed or diminished, they will be encouraged to give greater consideration to the public welfare. As conditions now stand, the Donnell bill is the only measure seriously proposed which deals realistically with the crisis in railway labor relations now confronting the country. For the necessary protection of the public interest in uninterrupted railroad transportation, the bill should be speedily enacted.

If it turns out that federal judges make poor final arbiters of wages and working conditions, there will be time later to look for better ones. As things now stand, *the demand is being made, in effect, that each railroad union be made the recognized arbiter of its own wages and working conditions.* That, in substance, is the contention for which the Brotherhood of Locomotive Firemen & Enginemen has called its strike. If that doctrine can be made to “stick,” the railroad industry might just as well fold up as private enterprise. For that matter, if this doctrine is victorious, Congress might just as well shut up shop too. If the unions are going to run the country, without any power in government great enough to sit in judgment on their actions, then the only sensible course is to force them to accept responsibility for running the country along with their power to do so.

ON-TIME TIMETABLES

Passenger timetables are intended primarily for advance planning of journeys. Their value after a trip is completed is virtually *nil*.

Each spring and fall, to coincide with the change to and from daylight saving time, many roads make wholesale revisions of their passenger schedules to conform to local time standards. Many more roads not directly affected by local time changes adjust their schedules simultaneously to allow for revisions made in connecting train schedules.

Among notable exceptions this time to the usual late, after-the-fact issuance of new public timetables was the Pennsylvania, which made its system folder

available to the public at many ticket windows and information desks as early as Tuesday afternoon, April 25, nearly a week before the effective date of Sunday, April 30. Certainly the complexity of passenger train schedules on this road—the largest passenger-carrying road in the country—is not exceeded elsewhere. Maybe other railroads that have not already done so will follow the same course—it would be an innovation which the traveling public would welcome.

CRITICISM CAN BE COSTLY

Railway officers, as they travel over the line in business cars, frequently make it a practice to have local track supervisory officers ride with them. Such trips can be made the occasion for constructive appraisal of the supervisors' problems and the condition of the properties entrusted to their care. After riding with a superior on a trip during which tact, diplomacy and consideration of the other person's feelings characterize the discussions, the supervisor is apt to go back to his duties not only with a sincere desire to correct any shortcomings that may have been called to his attention, but particularly with renewed confidence in his ability to do the kind of job that is expected of him.

Frequently, however, the atmosphere during these business car trips is apt to be one of criticism and fault-finding. When this happens the result, in one way or another, is certain to be disadvantageous to the railroad. Impairment of morale and loss of confidence are suffered by the supervisor who is subjected to such treatment, and their effect on his work is likely to be unfavorable. Though this effect

is mostly intangible, and therefore difficult to measure or to prove, the bad results sometimes can be stated in definite terms.

These direct losses are attributable to the fear that most people have of being criticized by their superiors—and railroad supervisory officers are no exception. When notice is received that a business car trip is scheduled over a line almost every local supervisory officer can think of a myriad of things, some actual and some imagined, that conceivably could be complained about. It is natural, therefore, to endeavor to remove possible causes of criticism, even if to do so means diverting to the "preparedness" program men engaged on essential work. In extreme instances entire gangs have been assigned to do anything from policing station grounds, cleaning ditches, piling ties and lining curves to spot-surfacing track that is scheduled to be raised out-of-face later.

One supervisory officer has estimated that, during one season, had he kept his forces exclusively on productive work instead of using them at times to prepare for these inspections, he would have raised 10 miles more of track than he did. This is a high price to pay simply to avoid criticism.

Obviously, such practices on the part of supervisors, to the extent they prevail, cannot be condoned. On the other hand, the average supervisor is a hard-working, conscientious individual who normally does the best he can with the money and forces put at his disposal. If, in order to avoid criticism, he should cause his forces to be diverted briefly from their usual pursuits, he is following a normal human urge. Recognition of this fact by higher officers, and its reflection in a tempering of criticism on business cars, would go a long way towards eliminating such unprofitable employment of expensive manpower.

THE PRESS LOOKS AT THE FIREMEN'S STRIKE

"This is a walkout which was coldly embarked upon, not in an effort to remedy some injustice, real or otherwise, but to impose by economic terrorism a demand which had been twice adjudicated by the highest railway labor tribunal in the nation and twice found to be completely without justification. It is a strike to test whether the interest of the community is, or is not, paramount to that of any labor group which happens to find itself in a position to exploit the public to further its ends, however demonstrably unworthy and objectionable these may be. And it should not be necessary to say that in such a test there can be no room for compromise."—The New York Times, May 11.

"Twice impartial fact-finding boards have denied the need for a second fireman on Diesel locomotives; but the union continues unremittingly to demand this unnecessary and wasteful addition to the crew. What neither safety nor convenience requires, and what sound operating procedure emphatically rejects, the union insists upon, even at the cost of disrupting a large part of the economy of the nation."—New York Herald Tribune, May 11.

"The locomotive firemen have no justification for their strike. . . . Their demand on the railroad managements is without merit. . . . The firemen's union has made a grave mistake by

inflicting upon the country this strike to enforce a costly demand for 'featherbed' jobs."—New York World-Telegram and Sun, May 10.

"Their [the firemen's] action has been well dubbed a railroad holdup rather than a strike. The nation is justifiably tired of their everlasting third-man theme."—Hartford, Conn., Courant, May 11.

" . . . One of the most outrageous featherbedding demands in the history of labor relations."—Chicago Journal of Commerce, May 11.

"If the railway firemen persist in their misguided efforts to force at the point of a strike a second fireman in Diesel locomotives, they may insure passage of this [the Donnell] bill. In such case the country will owe them a vote of thanks despite their unjustifiable motives."—Robert P. Vanderpoel, in the Chicago Herald-American, May 11.

"It would be hard to conceive of a strike with less merit, from the public standpoint A major factor in declining rail traffic is the high cost of transportation. Diesels give promise of reducing costs and attracting new traffic—but economies can easily be nullified by featherbedding."—Washington, D. C., Post, May 11.



The enlarged C. & O. yard at Russell, Ky., has 52 classification tracks. By using two hump tracks simultaneously, the speed of classification may be doubled

Expanded facilities at Russell, Ky., are designed to expedite the increased movement of west-bound coal originating on recently opened feeder lines

C. & O.

ENLARGES YARD TO HANDLE MORE COAL

At Russell, Ky.—the major classification point for westbound freight on its lines—the Chesapeake & Ohio has just completed a \$5,000,000 project of expansion and modernization which has almost doubled the westbound capacity of the yard. This work, which involved the construction of 26 new tracks in the classification yard, three new tracks in the receiving yard and the rearrangement of the car retarder system on the hump to serve the new layout, as well as several other major units of work, is but one of several recent construction

projects on the road designed to secure more coal traffic on the C. & O. and to expedite its handling.

Specifically, the C. & O. has, in the last two years, completed four new branch lines in the coal fields of West Virginia and eastern Kentucky, which cost roughly \$21,000,000, aggregate 58.5 mi. in length, and reach into new fields that are expected to yield approximately 900,000,000 tons of high-grade fuel. Three of these lines are branches of the so-called Big Sandy line, which extends from a junction with the main line at Catlettsburg,

Ky., a few miles east of Russell, to Elkhorn City, 128 mi., and passes through an area that is rich in bituminous coal. Loaded cars from mine runs in this district are assembled at Shelby, Martin or Paintsville, Ky., where they are made into solid trains for movement to Russell. From the mines to Russell the cars move under card bills only. At the latter point they are weighed and classified and the waybills are prepared while this is being done.

To handle the increase in traffic, the yard at Shelby was enlarged recently by constructing new tracks and lengthening others. This project cost \$3,000,000 and included several other improvements. Finally, the C. & O. installed centralized traffic control on the Big Sandy main line from Catlettsburg to Shelby, thus greatly speeding up train movements over this line.

Situation at Russell

Russell yard occupies a broad, relatively flat area of 869 acres on the south side of the Ohio river, just west of the town of Russell. As it existed before the recent improvements, the layout included one westbound receiving yard, two westbound humps, and two westward classification yards, one of which—used principally for merchandise and miscellaneous freight—contained 15 tracks, while the other, known as “New yard,” contained 26 tracks and was used almost entirely for coal.

These tracks varied between 4,000 ft. and 11,000 ft. in length, due to the fact that the yard narrowed near its midpoint from 26 tracks to only 12 tracks. One departure lead track connected the west end of the yard with the main tracks. New yard and its hump are north and somewhat to the west of the older yard in an open area—a situation that lent itself readily to the expansion program.

These westbound facilities are all on the north side of the main C. & O. tracks at this point. Eastward yard facilities—used primarily for breaking up trains of empties—are on the south side of the main tracks.

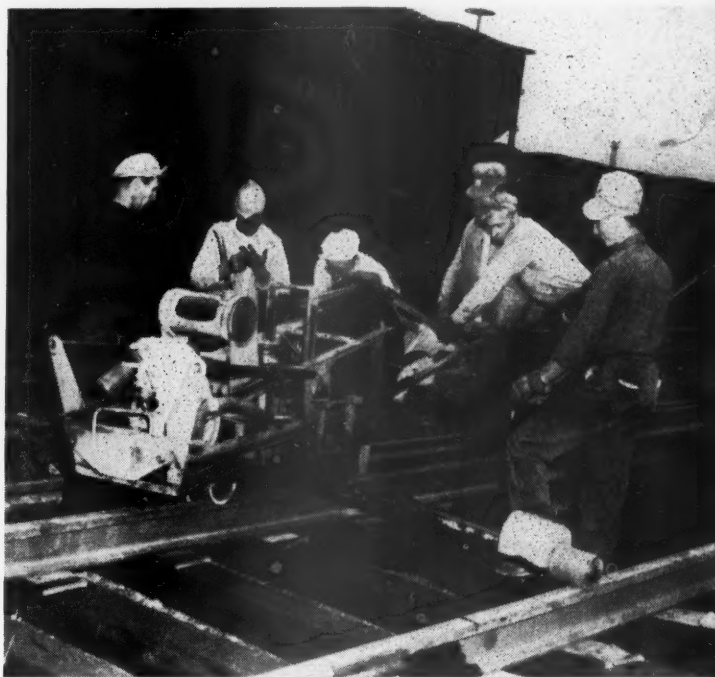
The engine terminal—including two enginehouses connected by a common back shop—is adjacent to the north side of the westbound receiving yard. Passage of road engines between the terminal and the eastbound yard area is facilitated by two “runaround” tracks, which pass beneath the main tracks and the east end of the westbound receiving yard. Similarly, an engine thoroughfare track extends along the north side of the westbound receiving yard and passes under the hump at New yard, and continues along the south side of the classification yard to its west end. Other connections lead from this track to the west end of the old westbound yard. This arrangement permits locomotives to move between the engine terminal and the points where they pick up or leave trains without interfering with yard operations.

Two tracks over the New hump make it possible to use two hump engines simultaneously, each serving half of the classification yard. Each of these tracks is equipped with a Fairbanks-Morse track scale so that cars can be weighed in motion. An arrangement of scissors-type crossovers, both east and west of the scales, permits humping to the entire yard over either of the hump tracks and from any track in the receiving yard.

The work at Russell, in addition to projects already



Excavation for fill material was done by two Northwest drag-lines of 3-yd. capacity



Modern rail-laying machines, such as the Nordberg spike hammer shown here, were used to good advantage in the track construction

This loaded car is about to pass through the first of the U. S. & S. electro-pneumatic retarders to be encountered en route to its proper classification track



mentioned, includes the construction of three new tracks along the north side of the receiving yard, increasing the capacity of this yard by 391 cars. This required extensive shifting of tracks in the engine terminal area as well as of certain tracks in the yard itself. Other major improvements included the enlargement of one of the enginehouses and the installation of a 130-ft. turntable at this house to replace the existing 115-ft. table. An important improvement, from the standpoint of employee relations, is a new Y.M.C.A. building, built at a cost of \$1,200,000 and containing 100 single and 75 double bedrooms. Serving some 500 to 700 employees daily, the new building also contains up-to-date restaurant and recreational facilities, and replaces a much older frame building that was badly in need of repair and was greatly overcrowded in every respect.

Revised Layout at New Yard

In expanding the classification yard, 26 additional tracks were constructed, 13 being located on each side of the original layout in the easterly half of the yard, while 14 new tracks were built in the westerly half, 11 on the south side and 3 on the north side. New ladders were built to replace the older ladders near the mid-

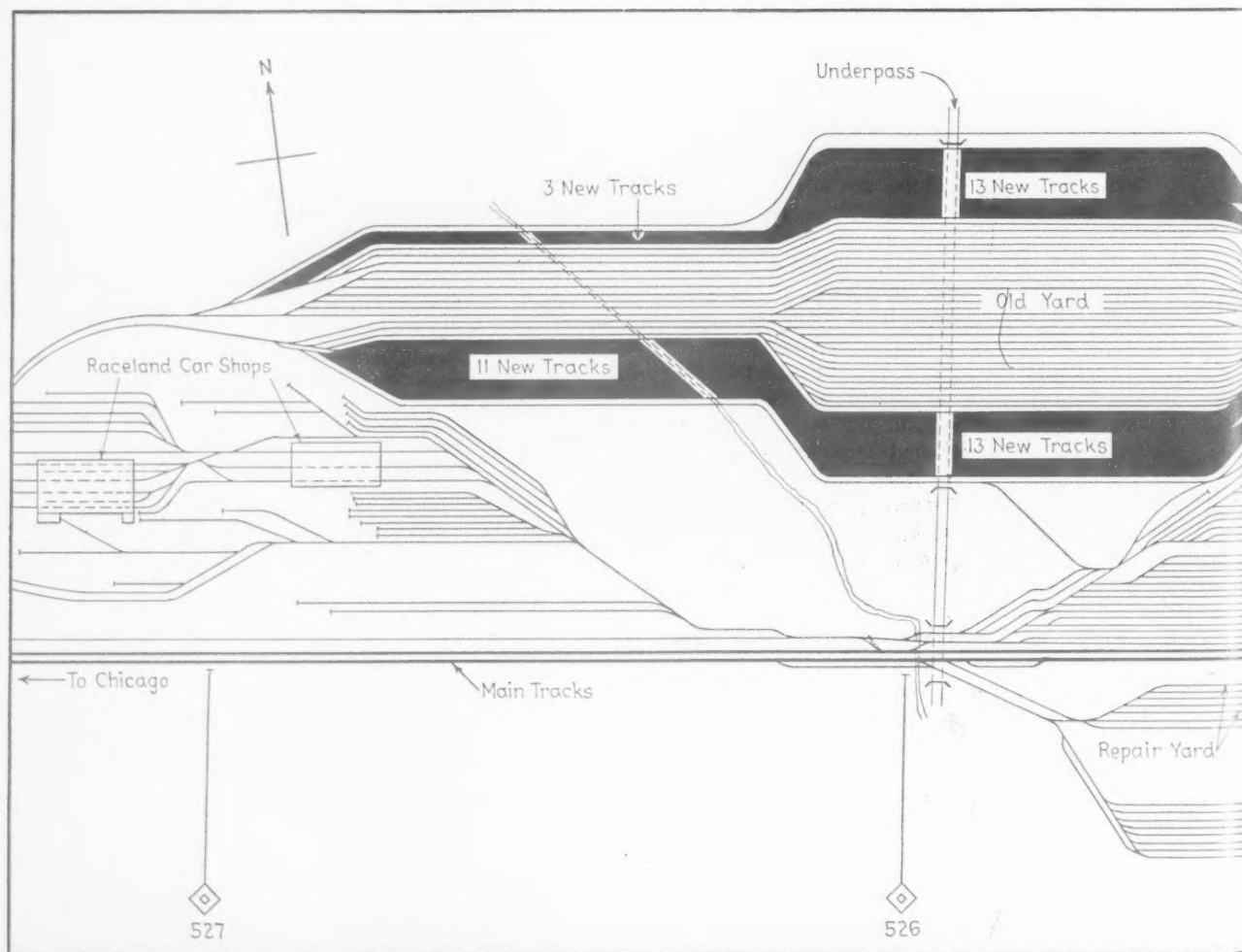
point, and considerable shifting of tracks was necessary in "cutting over" to the new tracks as the older ladders were taken out of service. An additional departure lead was built at the west end of the yard.

Another important change was the construction of an engine track along the north side of New yard. This track connects with the engine thoroughfare track near the hump. Thus, engines for trains on the northerly tracks can move to the point of coupling without interfering with yard operations. The 52 tracks of the yard as it is now constituted are served by the two hump tracks, each track serving half of the body of the yard.

Although New yard was located in an open area, with ample room for expansion, it was almost entirely on fill ranging up to 20 ft. in height. Extending this fill to accommodate the additional trackage required approximately 1,400,000 cu. yd. of material, most of which came from a large borrow pit immediately north of the yard area.

The contractor used two Model 80-D Northwest draglines of 3 cu. yd. capacity to load material at the pit. Hauling was done by 17 Euclid bottom-dump and 4 side-dump wagons, of 12 to 16 cu. yd. capacity. Excavation was necessary at some points in the area to be occupied by new trackage. For this work two power shovels—a

The arrangement of the expanded and modernized facilities at Russell is shown in this diagrammatic drawing



3-yd. Lorain and a 2½-yd. Bucyrus-Erie—were employed at one point, loading into 4 Euclids, 3 Athen wagons, and 4 LeTourneau wagons, while 7 LeTourneau scrapers were employed at another location. Spreading of the fill material was done by 8 Caterpillar bulldozers.

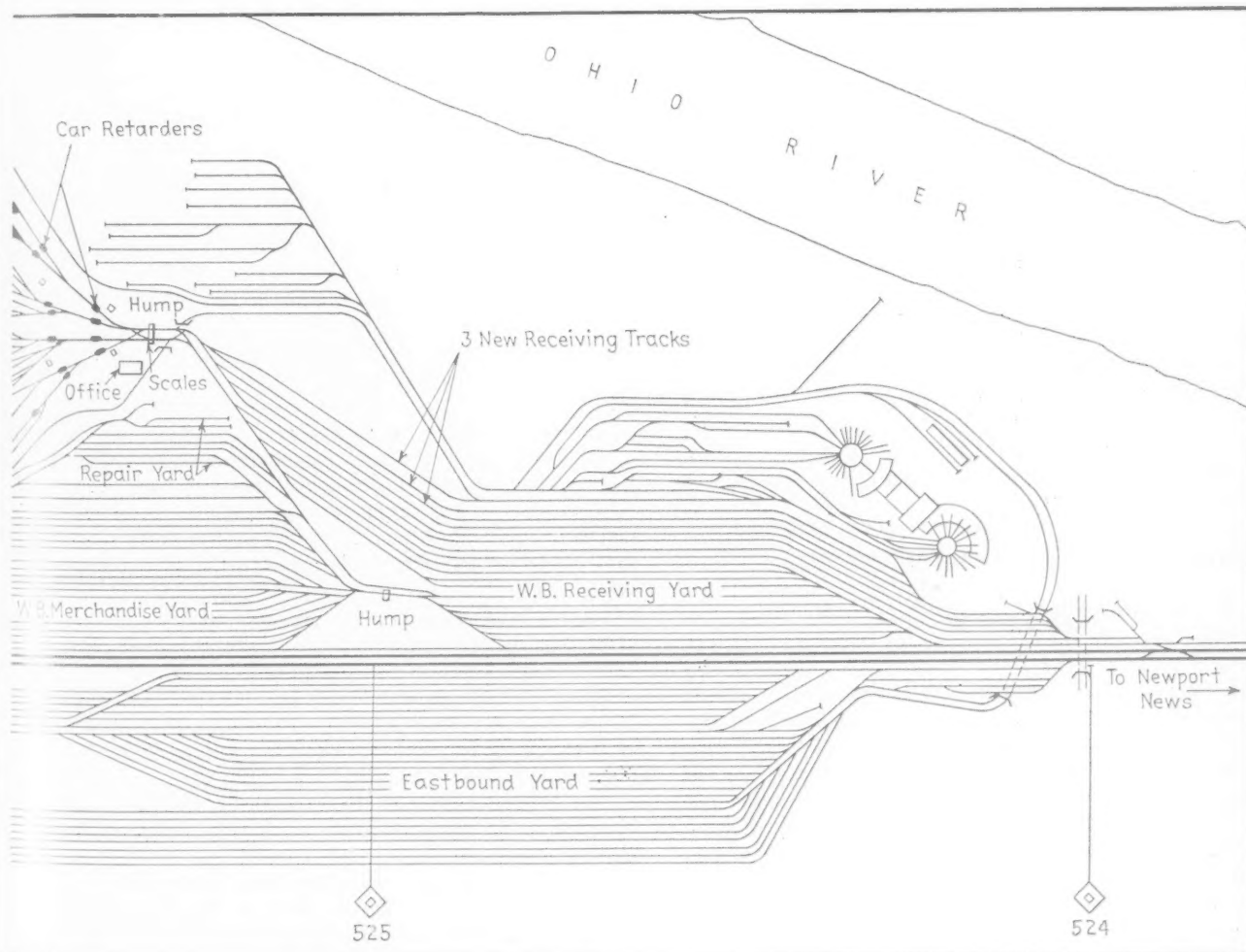
Grading operations were carried on in two 10-hour shifts, with the aid of floodlights powered by portable generators. Four sprinkler trucks were used to wet the fill as it was put down.

Construction of the fill on the south side of the classification yard was greatly simplified by the presence of a concrete underpass which carries a public road under the yard. However, the width of the underpass was not sufficient to permit the hauling units to pass. This required that a manually operated traffic signal system be installed to control those vehicles as well as those of the general public. It was necessary to extend both ends of the underpass to allow for the new tracks of the yard, and similar work was necessary at another location where a small stream crosses beneath the yard in a 10-ft. concrete-arch culvert.

Concrete for the underpass and the culvert was batched at a convenient point and hauled to the point of use in five 2-cu. yd. Rex mixing trucks. Haley, Chisholm & Morris, Charlottesville, Va., were general contractors on the yard improvements, with much of



The revised facilities for repairing westbound cars are in the foreground



the grading being sublet to Ralph E. Myers Contracting Corporation, Salem, Ind.

Approximately 45 mi. of new track were required in the work, all laid and ballasted by company forces. The tracks are of 131-lb. relay rail, laid on fully plated, creosoted ties, and are ballasted with 12 in. of gravel. The ties came from the C. & O. timber treating plant, directly adjacent to the yard, and were delivered to the point of use by truck. Rail and other track material was handled by work trains operating on the outside tracks of the existing yards and, successively, on the new yard tracks as they were built. Nordberg track wrenches, spike drivers and power jacks were used to good advantage in the track construction.

Complete Retarder System

The car retarder system at the hump end of the classification yard includes 13 retarders operated from four new control towers. Rearrangement of this equipment entailed considerable shifting of the existing lead and yard tracks at this end, requiring close cooperation with the operating department. Two additional retarders—one for each hump track—were installed directly east of the scales for the purpose of controlling the speed of cars as they are weighed in motion. Power switches, controlled from the towers, are provided at the hump end of the yard.

Power switches in each hump track, directly below the scissors crossovers, lead to four main groups of tracks in the yard, there being 12 tracks in each of the inner groups and 14 tracks in the outer groups. Retarders are provided in the lead tracks of each group. Directly below these primary retarders are other turnouts, which increase the number of groups to eight, again with a retarder for each group. The retarders are Model 31 electro-pneumatic units manufactured by the Union Switch & Signal Co., Swissvale, Pa. This company also furnished the power switch machines.

As now constituted, Russell yard has 19 tracks in the receiving yard, holding a total of 1,671 cars, or an increase of 391 cars above the former capacity. The 52 classification-yard tracks accommodate 6,070 cars, this being 3,010 cars above the former capacity. The arrangement at the hump remains the same, permitting two hump engines to operate at one time, if desired, each engine serving half of the yard. However, in slack periods, by means of the crossovers, one engine can serve the entire yard.

Waybills Prepared at Russell

It has been mentioned that coal traffic from the mines moves to Russell under card bills. As each car passes over the scales, the weight is recorded and the information is transmitted to the yard office, a substantial brick structure on the south side of the hump. This building contains, in addition to the general yardmaster and his force, office space for a large force of traffic department employees, including rate clerks and billing clerks. These people take information from the card bills, the hump scale and the tariff files and prepare the waybills while the cars are being classified. Approximately 780,000 bills are prepared in this office each year.

Russell is the terminal for five C. & O. subdivisions, and between 500 and 700 train-service employees lay over at this point daily. The yard, together with a short section of the main line, comprises the Russell division, headed by F. W. Myers, superintendent. In the superintendent's office, at the extreme east end of the yard, is an indicator which shows the aspects displayed by the hump signals.

Also in this office is an electric counter, connected to the hump tracks. This device registers an audible "click" each time a car passes the hump. Should the "clicking" stop while the signals remain green, the superintendent is immediately aware of "trouble" on the hump.

Being thus in constant touch with the situation, he can take personal charge, if necessary, to restore operations in minimum time.

Of this westward movement, which has in the past amounted to as much as 3,500 cars daily, and up to 91,000 cars in a single month, roughly 40 per cent during the summer season moves to the C. & O. lake facilities at Presque Isle, Ohio. The remainder goes to various points in the West. Coal dumpings at Presque Isle for 1948 were nearly 17,000,000 tons.

Formerly, Russell made up six trains daily for Presque Isle, relieving the yard at Walbridge, Ohio, near Presque Isle, of this work. Now, the number of trains can be nearly doubled, further taking the load from Walbridge. The remainder of the lake coal movement runs unclassified to Walbridge for final handling at that point.

Enginehouse Improvements

In addition to enlarging the turntable serving the westbound enginehouse, the C. & O. has made a number of other improvements to facilitate the repairing and servicing of locomotives at Russell. Chief among these was the lengthening of all of the stalls in the 14-stall building to be served by the new 130-ft. turntable, and the construction of ten additional stalls. The stalls were all extended 15 ft. and the pits in this enginehouse were also lengthened. A new locomotive hoist was installed in the house, as were a 75-ton drop table for driving wheels and three smaller tables for engine and tender trucks.

Car repair activities at Russell are carried out in two repair yards—one eastbound and one westbound. The former arrangement of these facilities was such that the handling of bad order cars interfered to some extent with yard operations. Also, the repair yards were somewhat cramped for space, as were the shop buildings.

The track arrangements of the yards were altered to permit more effective switching of the repair tracks. Concrete truckways were constructed between the repair tracks, wheel storage space was enlarged, and new fire-resistant buildings were built to house the various shop facilities. These changes cost approximately \$500,000.

The improvements at Russell were planned and executed under the general direction of L. T. Nuckols, chief engineer of the C. & O., and C. B. Porter, assistant chief engineer, Richmond, Va. H. S. Purdom, district engineer, Huntington, W. Va., was in general charge of the work in the field.

M. P. CALLAWAY, CHAIRMAN,



Mr. Callaway

ALSO ELECTED PRESIDENT OF CENTRAL OF GEORGIA

Merrel P. Callaway was elected president of the Central of Georgia, succeeding the late Marion J. Wise, at a meeting of the executive committee of the road's board of directors in Savannah, Ga., on May 1. (A detailed account of Mr. Wise's railroad career appeared on page 38 of last week's *Railway Age*.) Mr. Callaway, chairman of the company's board since July 1, 1948, will retain that office.

Mr. Callaway's Career

The new president of the C. of Ga. was born in Mitchell county, Ga., on November 26, 1872, and in 1898, after graduation from Mercer University at Macon, Ga., with the degree of bachelor of laws, he began work in the fire insurance business in Macon. Three years later he was admitted to the Georgia bar. He practiced law at Macon and for many years was a special counsel for 33 railroads before the Interstate Commerce Commission in Washington, D. C. In this practice Mr. Callaway acquired an intimate knowledge of transportation conditions in the southeast and the traffic and potentialities of various railroads. He returned to Georgia in 1918 as president of the Continental Trust Company and vice-president of the Fourth National Bank of Macon. In 1919 he went to New York as vice-president of the Guaranty Trust Company, from which position he retired in 1942. On November 8, 1941, Mr. Callaway received a federal court appointment as one of two trustees of the C. of Ga. to succeed A. B. Lovett, who had resigned several weeks earlier. The appointment was ratified by the I.C.C. on January 8, 1942.

After the death early in 1942 of H. D. Pollard, the other trustee, Mr. Callaway continued as sole trustee.

In that capacity he directed the intricate proceedings connected with rehabilitation of the property and strengthening the railroad in all the essentials of service.

Notable examples of the type of work accomplished as a result of this program include the inauguration of two highly successful streamline trains, the "Man o' War" between Columbus, Ga., and Atlanta, and the "Nancy Hanks II" between Atlanta and Savannah, Ga. New freight cars and steam and Diesel-electric locomotives were purchased. Train operation was improved through installation of centralized traffic control, extension of automatic block signals and laying of heavier rail.

The reorganization of the C. of Ga. became effective on July 1, 1948, and with restitution of the property to private ownership Mr. Callaway was elected chairman of the board and Mr. Wise was elected president.

Modernization of the property was continued during 1949 with the addition of five 1,500-hp. freight and two 1,000-hp. Diesel-electric switching units to the roster of motive power, which, at the end of the year, included 49 Diesel-electric units—25 for yard service, 14 for road-freight service and 10 for passenger service. In terms of work performed the road uses Diesels as follows:

Yard service, 81 per cent of engine-hours; road-freight service, 25 per cent of train-miles, handling 38 per cent of gross ton-miles; and road-passenger service, 55 per cent of train-miles, handling 62 per cent of passenger-train car-miles.

Dieselization Continuing

"There is a need for additional Diesel power," the recently released annual report for 1949 said, "particularly in road freight service, and a program of Dieselization is progressing consistent with our ability to provide funds for acquisition of such power." Seven more passenger and switching Diesel-electric units have just been ordered (see page 68 of this issue), at an approximate cost of \$1,170,000.



FINDING MONEY

Good concessions, from penny machines to swanky stores, turn vacant space into service centers—and bring in welcome revenues



Top of page.—Large railroad stations are good locations for attractive stores carrying a wide variety of merchandise. The one shown here is operated by J. P. Carey & Co. in New York's Grand Central Terminal. Above left.—Streamlining can be applied even to such stationary objects as newsstands, as the Union News Company has done with one of its newest installations in Grand Central Terminal. Lower left.—Large banks of modern parcel lockers are being installed in increasing numbers in many railroad locations, including the Pennsylvania Station in New York. Facing page.—Station platforms provide space for display of posters advertising a wide variety of products and services



Illustrations furnished by American Locker Company, J. P. Carey & Co., Transportation Displays, Inc., and the Union News Company

in Concession Revenues

Here's a great idea that will make lots of money for your railroad! Put coin operated television sets in coaches . . . nylon stocking machines in stations . . . translite displays for carrying advertising . . . run Park avenue through Grand Central . . . etc., etc."

These and many other proposals have been submitted to the New York Central in recent months as ways to increase its \$3-million concession revenue. Several are being tested or have been in operation for years, some aren't concessions at all, others even have been grounds for lawsuits—but all are sincerely presented and must be carefully handled whether for public relations reasons or for real income possibilities.

By listening to such ideas and by actively encouraging development of good concessions, railroads can produce sizable revenues and perform useful passenger or employee service. Although the scope of these operations varies, it generally includes "non-transportation" revenue producing activities which frequently are sub-contracted to outside operators. These range in size from penny gum machines on station platforms to multi-million-dollar stores in major terminals, and many have been in existence as long as the buildings themselves.

Operating Ratio Less Than 1%

While it may be easy to understand why an airport or small bus station should collect pennies from machines to help pay for heat or porter services, it is

By **MAC G. COLLINS**

Manager of Concessions
New York Central

harder to trace small coins through the hundreds of millions of dollars of modern railroad operations. Actually, concession revenue is "found money"—a dollar from concessions generally is *net*, with little or no operating cost to be deducted. Add up the *net* pennies, nickels, dimes and dollars from concessions over the thousands of miles of a railroad like New York Central and the total *net* runs into millions.

What's more, once these concessions are properly set up, they should pay off year after year with only slight modifications and little need for renewed negotiations.

Railroads Pioneers in Concession Revenues

The increasing pressure for new revenues to help offset mounting station costs has caused some railroads to take a fresh look at the earning potentials of their concession operations. These generally have been handled by several departments through regional offices where they frequently were considered as "headache" aspects of the main responsibility of running a railroad. Centralization of concession planning places greater emphasis on them and permits comparison of their results over different parts of the system so that competi-

tively set, standard policies can be established at the highest levels of performance and revenue.

Old records indicate that concessions have been with railroads virtually since their beginning. Several railroads have long fostered these supplementary revenue and service operations, while others are now studying the possibilities of concessions which heretofore have come in "over the transom." In the not too distant future studies undoubtedly will be made of various types of concession operations to determine just which ones, under given conditions, will produce the greatest net revenue per square foot of unused railroad property.

The heavily traveled concourses and passageways of some of the larger railroad terminals afford ideal control conditions under which to conduct such tests. In this connection New York's Grand Central Terminal alone nets more than \$1 million annually from some 30 types of concessions ranging from penny drinking cups to \$12,000 advertising signs and stores with multi-million dollar sales. A flow of applicants for space helps keep the operations at a relatively high production level. At the same time they help the management maintain a quality of concessions that prevent the terminal from becoming a "Coney Island" midway supported by the large volume of non-railroad traffic shuttling through it. Pennsylvania Station in New York, like terminals in Cleveland, Cincinnati, Chicago and St. Louis, is taking the parcel checking bull by the horns and gradually drying up the more costly, manually operated parcel rooms by substituting automatic parcel lockers in hitherto unused floor space and in parts of the old parcel rooms. The net increase in parcel revenues is estimated at nearly \$50,000 a year, with at least as much more from new store concessions in the vacated portions of the old parcel rooms. In addition, at Pennsylvania

Station, nearly 50 new automatic drink vending machines are being added to the many other concessions to sell soft drinks, fruit and vegetable juices. If hoped-for patronage develops, some \$300,000 in nickels and dimes will flow through these machines with a sizable share going to the railroad.

Possibilities in Advertising

Eastern railroads particularly, with their heavy passenger traffic and densely populated routes, have developed advertising revenues to relatively high degrees. Along their rights-of-way are hundreds of outdoor signs deriving revenues from highway traffic; certain of their dining car menus, meal checks, ticket envelopes, seat checks and commuter timetables have become virtually self-supporting. Several have considered following the British practice of selling space on their smoking signs—for example, "No Smoking—not even a Goldflake." And station posters, three dimensional advertising signs and car cards contribute many thousands more toward paying such things as station cleaning bills and red cap deficits.

Foreign railroads, too, have fostered these sideline revenues. Some concessions are run by the railroads themselves, others by contract operators with competition between stations for the highest standards. In England, for example, advertising revenues from sale of space in stations, on trains and in guide books have contributed substantially toward paying for the railroads' own advertising operations. In fact, before the war at least one railroad is said to have covered the cost of its entire promotional program from these concessions. Fruit, candy and even sandwich vending machines are "old hat" to the British train traveler.



The Union News Company's Oyster Bar in Grand Central Terminal is one of New York's most popular eating places



Local advertising has made suburban timetables on a number of eastern railroads self-supporting. Each table, issued monthly, shows schedules to a limited number of points—sometimes only one—and carries advertising of special interest to residents of the points covered

While railroads, air lines and bus lines compete in most other respects, in the concession field they have similar interests. Fundamentally, concession revenues depend on people—whether eating, reading, sightseeing, etc., or whether they are passengers, employees or visitors. Even highway travelers pay off when they pass an outdoor advertising sign location on railroad property!

Perhaps because airports are newer and promptly felt the need for supplementary revenues, they frequently have placed greater emphasis on concessions. The daddy of all airports in this respect seems to be LaGuardia in New York, operated by the Port of New York Authority. Here there are some 25 different types of concessions, ranging from the usual newsstands and pay telephones to the observation deck, "Kitty Hawk Bar" and huge parking lot which alone grossed some \$220,000 in the last 10 months of 1949.

The aim of the Port Authority, both at the airports and at its new New York bus terminal (see *Railway Age* of February 11, page 44), is to obtain in the neighborhood of 60 per cent to 70 per cent of total income from such non-operating revenues. To help do this the authority has gone all out to "feed" and assist concession operators in such a way that they will produce greater profits. For example, in cooperation with air lines at LaGuardia they attract thousands of airport sightseers who patronize some 150 coin operated machines to the extent of \$200,000 a year, pay to park their cars, pay to take airport tours and to eat in the terrace dining room.

Even before the new bus terminal was off the drawing boards, colorful folders were distributed listing its preplanned concession possibilities. Already inquiries have been received from more than 1,500 concession operators who compete for the available locations. These revenue producing spaces account for some 60 per cent of the total bus terminal area, as compared to 15 per

cent or less from the average railroad station. They even provide for parking (at a fee) on the roof!

Another highly developed concession operation is that of the publicly owned New York City Transit System, which derives over \$4 million a year from about 10 major types of concessions. While the largest single producer probably is the advertising operation of car cards and station posters, bringing in more than \$2,750,000 a year, a bid recently accepted for penny machines vending gum, nuts and candy, and scales, guarantees the subways \$65,000 minimum per month. In addition, new newsstand contracts guarantee that the operators will spend \$750,000 to modernize the stands and so further increase revenue from that source. Other concessions include candy stores, parcel lockers, florists and hot or cold drink vending machines. Even subway shops and crew quarters bring in their share of supplementary revenues from strategically located vending machines.

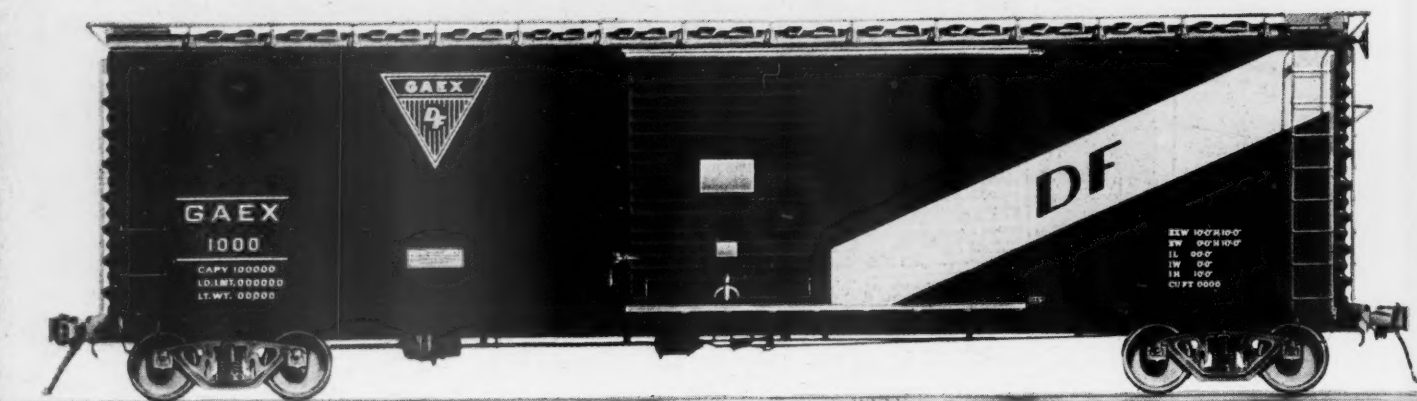
Central a Concession Check List

Because of its sizable passenger traffic, its nearly 125,000 employees, and its variety of stations and shops spread through 11 states, the New York Central provides an opportunity to develop concessions of many types. Although lacking the ideal traffic concentration of the New York subways or the compact layout of the new bus terminal, it covers a large territory and develops concession revenues well in excess of \$3,000,000 a year—net.

The larger producers of concession income on the N. Y. C., according to their current revenue ranking over the system, are:

- Manually operated news and refreshment stands.
- Restaurant and cocktail lounges.

(Continued on page 54)



The pilot D-F car

SIX ADVANCED FEATURES B

The GAEX 50-ton all-steel box cars which are now under construction and will in the future be built by the General American-Evans Company, Chicago, for lease to railroads in accordance with the plan outlined in *Railway Age* of April 22, are designed with a number of main objectives, including maximum shipper service, capacity loading and high monthly mileage, low maintenance cost, reduced damage claims—and consequently improved net earnings, substantially more than enough to cover the increased cost of the car (roughly 50 per cent above normal present day costs). No attempt is being made to secure exceptionally light weight. In fact, open-hearth copper-bearing steel, used for most of the construction, is strengthened above average in a number of details which, in conjunction with the specialty devices installed, brings the light weight of the car up to 59,240 lb. without the D-F movable parts.

Damage-Free Loader

To make possible capacity loads, minimize damage to lading, eliminate dunnage and incidental labor costs, the car is equipped with the Evans D-F (Damage-Free) loading device which has been in successful use for a number of years and is said to increase the average

safe pay load about one-third. This device also facilitates the quick application and safe handling of partial loads as well as full loads of any kind, shape or size of material normally transported in box cars.

The D-F loader consists of angles, punched for cross members, applied horizontally from door post to corner post, welded to all posts, with removable sections of angle to apply in door openings, and cross members equipped with a locking device at the ends. There are eight rails per car side.

Provision for Easy Riding

Specifications for the new GAEX car call for use of the Duryea welded-type, single-spring cushion under-frame to give greater protection for both car and lading under horizontal shocks incident to train handling in road service and switching. This device, which utilizes springs in both ends of the car to cushion each train shock, regardless of direction, has a travel of 7 in., as compared with 2¾ in. for conventional draft gears, and is said to develop 36,000 ft. lb. of cushioning capacity, or twice the minimum specified by the Association of American Railroads for 50-ton cars.

On the basis of extensive service experience on many



The locking device at each end of each cross member is easily operated by hand



Exceptional strength is built into the underframe of the D-F car

ES BUILT IN ONE CAR

GAEX 50-ton steel box car has Damage-Free loading device, Duryea cushion underframe, nailable steel floor, 8-ft. doorways, shock-resisting high-speed trucks, and diagonal-panel roofs

thousands of freight cars and cabooses during the last 20 years, the builder believes that this cushioning device, as installed on the GAEX car, will not only reduce damage claims and car repair costs, but permit higher safe switching speeds, reduce slack action roughly 85 per cent, minimize hot boxes due to unseated journal bearings and attendant waste grabs, and provide positive coupler centering by spring pressure on the coupler follower plate.

Features of Mechanical Design

For the protection of both car and lading in high-speed operation, Chrysler-design railroad freight car trucks are installed. These are equipped with springs having 3 11/16 in. travel and friction snubbers also of

Chrysler design. The balanced suspension is said to absorb vertical shocks by the relatively long-travel high-capacity coil springs and smooth-acting snubbers, and lateral shocks by the pendulum action of short, self-aligning swing hangers. The design provides positive side-frame alinement by the combined rigidity of the spring plank and hanger assembly.

The GAEX car is designed to standard specifications for A.A.R. 50-ton all-steel box cars, with a number of interesting features in addition to those mentioned. For example, the A.A.R. Z-section center sill, weighing 41.2 lb. per ft., is heavier than the usual center sill. In addition to the standard A.A.R. 6-in. by 5/16-in. by 3 1/2-in. angle side sill, a continuous 8-in. channel, weighing 18.75 lb. per ft., extends from end sill to end sill. This eliminates possible weakness in the 8-ft. clear

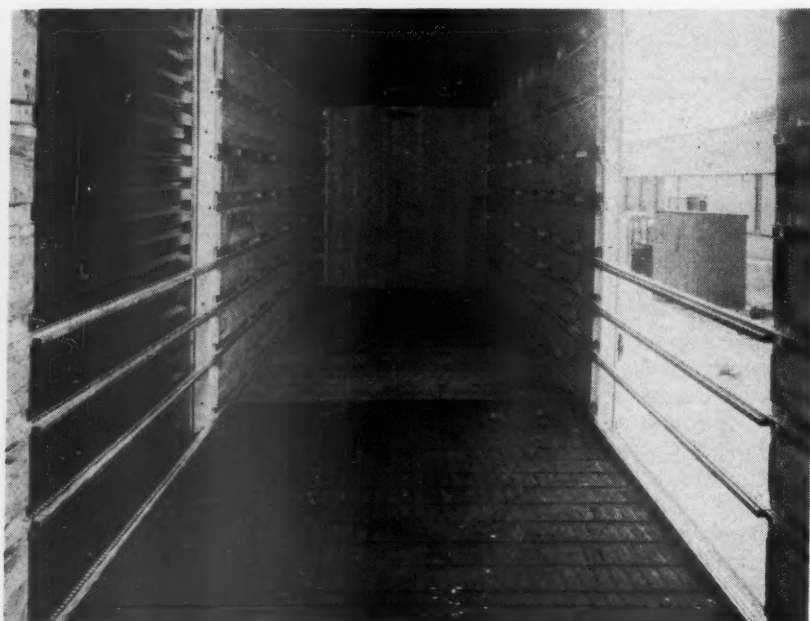


Roof, end and side of the D-F car

door opening which is provided for easy loading and unloading with power lift trucks. An additional cross bearer is added to the underframe in the center of the doorway to support the floor still further and strengthen the underframe.

Door posts have been increased in section to give 100 per cent more strength than the conventional A.A.R. design.

This provides better construction and prevents damage caused by loading trucks. The posts are riveted



Left.—The D-F sidewall construction, showing the removable side rails across the doorways. The nailable steel floor extends the full length of the D-F car and is covered with a mastic material

Facing page (left).—The high-speed freight-car truck of Chrysler design

Facing page (right).—Typical load of merchandise in cartons supported by D-F loading device

to the side sills and side plates and braced by use of heavier gussets than usually applied.

A nailable steel floor, made of high-strength low-alloy steel, gives greater strength and three to five times greater resistance to corrosion. The floor is welded to the side sills and to four Z-section floor stringers, two on each side of the center sill. In addition to exceptional strength, this floor, as the name implies, permits the application of blocking with nails which may be pulled out and redriven without damaging the floor as in the case of wood floors. The floor is coated with a non-skid, no-odor, rub-proof mastic. The mastic material is imbedded in indentations in the floor strips which prevents movement under lift-truck wheels.

Side and Roof Construction

The car side posts, 28 per car, are made of 3-in., 5.1 lb. Z-sections securely riveted to the side plate, side sill and side sheets. The spacing is 2 ft. 8 in. on centers, which is less than the A.A.R. spacing.

Side sheets are applied horizontally to the car thus eliminating approximately 200 ft. of vertical lap-seam joints. This design is intended to provide a car side in which corrosion at the vertical lap joints will be eliminated and maintenance costs proportionately reduced.

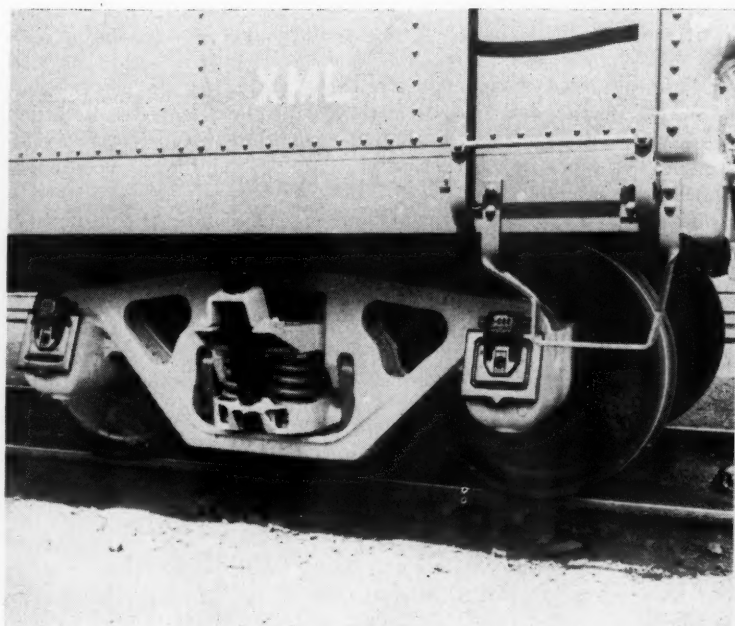
The car roof is the riveted diagonal panel type, made of 14-gage galvanized steel. The inside lining consists of yellow pine, 1 $\frac{5}{8}$ in. thick, square edge, applied horizontally from door post to corner post in sections between the loader angles, secured by $\frac{1}{4}$ -in. studs welded to the steel posts. The end lining is 25/32-in. thick by 5 3/16-in. face, tongue and groove. The exterior finish of the car is Dulux green freight-car enamel with black roof and trucks and yellow stenciling and striping. Provision is made for the addition of steam and signal lines should it be desired to operate the car in passenger head-end service.

General Dimensions of GAEX 50-Ton Box Car

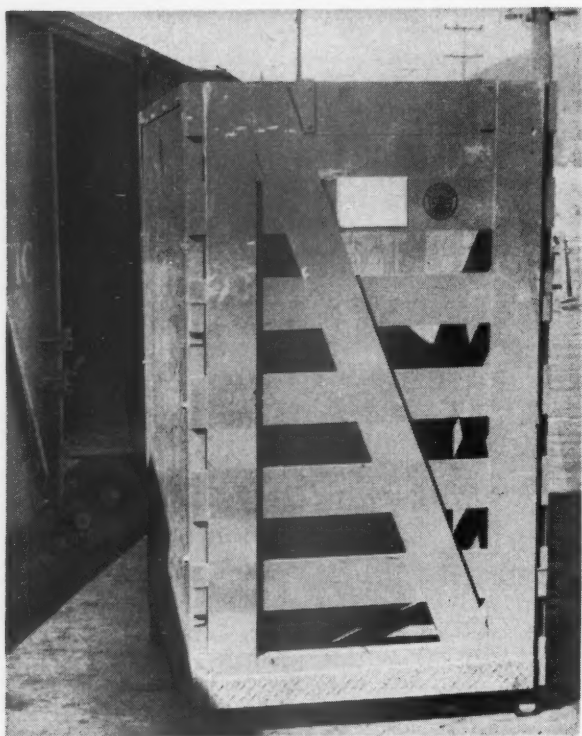
Length inside, ft.-in.	50-6
Width inside, ft.-in.	9-2 $\frac{1}{2}$
Height inside, ft.-in.	10-6
Cubic capacity, cu. ft.	4,872
Length over end sills, ft.-in.	50-8 $\frac{1}{4}$
Length over strikers, ft.-in.	53-0
Width over sheathing, ft.-in.	9-11 $\frac{3}{4}$
Width over side plates, ft.-in.	10-0 $\frac{1}{4}$
Distance between truck centers, ft.-in.	40-11 $\frac{3}{4}$
Truck wheel base, ft.-in.	5-6
Side-door width, ft.-in.	8-0
Height top of rail to eaves, ft.-in.	14-5
Height rail to running board top, ft.-in.	15-0 $\frac{1}{4}$
Weight, without D-F movable parts, lb.	59,240

Partial List of Materials and Equipment on GAEX 50-Ton D-F Box Car

Truck side frames, bolster, spring, spring planks, swing hanger and snubbers	Symington-Gould Corp., Depew, N. Y.
Brake beams	Chicago Malleable Castings Co., Chicago
Brake-beam hangers and retainers; brake levers and bottom connections	Schaefer Equipment Co., Pittsburgh, Pa.
Brake-beam guard	Chicago Railway Equipment Co., Chicago
Brake shoes and keys	American Brake Shoe Co., New York
Side bearings	Standard Car Truck Co., Chicago
Journal bearings	Magnus Metal Corp., Chicago
Journal-bearing wedges	Clifford-Jacobs Forging Co., Champaign, Ill.
Journal-box lids	Symington-Gould Corp., Rochester, N. J.
Wheels and axles	Carnegie-Illinois Steel Corp., Pittsburgh, Pa.
Duryea cushion underframe	Hulson Co., Chicago
Couplers	American Steel Foundries, Chicago
Coupler - release rigging; roofs and ends	Standard Railway Equipment Co., Chicago
Door and fixture	Camel Sales Co., Chicago
Running boards and brake steps	Blaw-Knox Co., Pittsburgh, Pa.
Hand brakes	W. H. Miner, Inc., Chicago
Brake-pipe anchor; draft-key retainer	Illinois Railway Equipment Co., Chicago
Pipe clamps	Central Railway Supply Co., Chicago
Defect-card holder	Apex Railway Products Co., Chicago
Loading device	Evans Products Co., Detroit, Mich.
Nailable steel floor	Great Lakes Steel Corp., Detroit, Mich.
Air-brake equipment	Westinghouse Air Brake Co., Wilmerding, Pa.



CLAIM PICTURE FAVORABLE—Loderhose



Progress has been made in reducing the freight claim bill of the railroads, said G. W. Loderhose, freight claim agent of the Chicago, Milwaukee, St. Paul & Pacific, and chairman of the Freight Claim Division of the Association of American Railroads, in his address at the fifty-eighth annual meeting of the division, held at the Jefferson Hotel, Richmond, Va., May 2, 3 and 4. The total 1949 claim payments of U. S. and Canadian member roads, said Mr. Loderhose, amounted to \$113,844,712, down \$21,545,952, or 15.9 per cent, compared with 1948. "A sharp axe also was used on the suspense account," he said; it was "cut by \$7,819,946 to \$15,029,347, a decrease of 34.2 per cent, while the number of unpaid claims on hand dropped 138,788, to a low for several years of 360,678, down 27.8 per cent from the number unsettled at the 1948 year end."

This show of improvement in every statistical comparison, Mr. Loderhose continued, must be a source of real satisfaction to railroads and shippers alike. The chairman expressed appreciation of the fact that there nevertheless were some persons who disagree with him in that conclusion. It was his opinion, however, that "very little benefit was derived from the slight drop in wholesale prices in 1949. In fact . . . the price factor may have affected the 1949 payment adversely, since an estimated 65 per cent of the charges to the loss and damage account in 1949 were on 1948 or prior business, when the price level was rising, not falling. Claims

A.A.R. Freight Claim Division annual meeting hears Schwietert's summary of shippers' recommendations on loss and damage

Any type of containers, said one speaker at the Freight Claim Division meeting, will help reduce loss and damage to I.C.I., and "cut your handling costs, too." At left is a Southern Pacific skidded container for I.C.I.

paid on 1950 business, and thereafter, of course, will benefit from these lower prices, if they continue to fall at the present pace."

Not Out of the Woods

In spite of this general improvement in the claims picture, the chairman continued, "who will say that now we should just float with the current? . . . When the claim expense equals one-fourth of the net income of all the Class I railroads, as it did in the year of 1949, we must temper our satisfaction by some sober thinking on how acute the situation still is, and where and how we can do our part in changing those loss dollars into profit ones. Now seems a fitting time to examine critically our entire prevention program." He then went on to ask if the roads were keeping their records in such a way that they would reveal the larger sources of loss and damage "to which the main prevention activity should be directed." Mr. Loderhose also asked that each road examine its employee training program to see that it is reaching the right people. In conclusion, he asked that claims be handled expeditiously and that every effort be made to reduce the \$15 million suspense account, "which is still hanging over our heads, distorting the claim payment figures, and making the prevention effort appear less effective than it really is."

As usual, at this meeting, one full day was given to the report of the National Freight Loss and Damage Prevention Committee, and to the prevention effort. A. H. Schwietert, general chairman of the National Management Committee, 1950 Perfect Shipping Campaign of the National Association of Shippers' Advisory Boards, and traffic director of the Chicago Association of Commerce and Industry, addressed the prevention day meeting, and expressed some disagreement with Mr. Loderhose's optimism, although he did feel, he said, that both the carriers and the shippers were working hard to bring the loss and damage bill down. The prevention effort, Mr. Schwietert went on, has brought some results, and "if the prevention efforts continue as they have in

the past, or are increased, as we hope they will be during 1950, the reduction in loss and damage expense ought to be substantial."

Mr. Schwietert, whose subject was "The Shippers' Stake in Loss and Damage," told the meeting that in addition to the direct loss and damage account, the shippers had a stake in the millions of dollars it cost both them and the railroads to handle the claims, with an additional interest because of the dissatisfaction of their customers when goods shipped turned up at destination damaged. He said that the railroads had an even larger stake in elimination of loss and damage to freight, since they badly need net income and one of the surest ways to get it is to eliminate loss and damage.

Perhaps one of the reasons why the prevention campaign had not been more successful, Mr. Schwietert went on, is because the railroads' and shipper organizations' educational efforts have not got to the right people, to impress them with the seriousness of the situation. If not that, then the approach has not been the right one to arouse their interest and enlist their cooperation, he suggested. With the large monetary figures which are so facily discussed today, he said, the claim bill may seem very small by comparison. To arouse interest on the part of shipper and carrier employees, he observed, he had been using some comparisons a little different than those commonly made. "For example, the 1949 claim bill was 25.11 per cent of the 1949 net income of all Class I railroads in the country. It was 45.5 per cent of the total amount appropriated by Class I railroads for dividends on common and preferred stock. It amounted to more than 6 per cent of wages paid to the railroad employees most directly concerned with freight handling. On the basis of the average salary paid railroad employees in 1949, it would make possible the employment of 31,666 additional men for one year. It would also be possible to purchase 22,800 box cars costing \$5,000 each. Last week, in Omaha, Neb., I pointed out that every automobile owner in the city of Omaha could be given a new car valued at about \$3,000, if loss and damage were eliminated, and if trade-in values were taken into consideration we could give each one a new Cadillac; also we could easily cure the housing problem in Omaha by building at least 10,000 new homes for families of moderate incomes."

Suggestions from Shippers

Mr. Schwietert said that before coming to the Claim Division meeting he had written to many shippers for their suggestions on loss and damage prevention. Many of the replies, he continued, contained suggestions as to what the carriers could—and should—do to eliminate loss and damage. Chief of these, he went on, and the one which seemed to him to have the most far reaching possibilities, was the formation of a national committee or bureau, composed of shipper and carrier representatives, which really would get down into a study of the causes of damage to the various commodities and then make recommendations on how to make the shipping of those articles damage-free. Other suggestions from shippers included furnishing suitable equipment for loading; wider use of special device cars; extension of truck delivery areas to eliminate way freight service; modernizing freight stations with more mechanical handling equipment; rejection of shipments not meeting packaging or loading specifications (this included stop-

HIGHLIGHTS OF THE REPORT OF THE NATIONAL FREIGHT LOSS AND DAMAGE PREVENTION COMMITTEE

Benefits have come from the conferences of the A.A.R.'s ceramic engineer, H. L. Cook, with representatives of manufacturers of enameled ware. . . . A new motion picture on careful switching is "in the works." . . . Many grain losses result from differences in "official weights" at origin and destination stations, while failure to remove all grain from cars when unloaded results in many of the smaller claims. "There is also being studied a plan of reporting grain losses more quickly after unloading of cars, as a remedial measure." . . . Attention was called to a report of the Car Department Officers' Association, which stated: "All of us seem to be having a considerable amount of trouble in the failure of air hose on trains en route, causing emergency application of brakes."

Shippers are now using more than 300 impact recorders as a check against rough handling by the railroads, with the result that shippers are now telling carriers where and when their traffic is being mishandled. . . . A decrease in breakage of grapes in lug boxes and small deciduous fruits packed in 4-ba.ket crates, as well as on honey dew melons, was obtained during the year, and the improvement was ascribed to the new loading methods for these crates, which make mandatory crosswise loading in the car. . . . "Use of a single strand of wire around the middle of the standard 'L.A.' crate reduced breakage in carlot shipments of lettuce by almost half in preliminary tests made by a growers association, in cooperation with the United States Department of Agriculture." . . . An increase in the amount of damage per car to eggs. More attention to the spring suspension of cars used in the egg traffic was recommended. The committee also noted that a portable snubber spring tester was on the market which could be bought or rented.

It was recommended that refrigerator car floor racks and lower bunker openings be covered with corrugated fiberboard sheets or scrap cartons to prevent shifting containers from snagging on slats. All carriers were urged to try to induce private refrigerator car lines to adopt the longitudinal or herringbone floor racks. . . . A decrease of 28.5 per cent in claims paid for furniture damage was noted, and much of this improvement "is believed to be the result of the changes in Consolidated Freight Classification" packaging requirements which became mandatory for all shippers on June 1, 1948. However, since 80 per cent of the damage was chargeable to l.c.l. traffic, "it becomes necessary for the carriers to study and improve their loading and handling practices." . . . The Chicago Car Interchange Bureau was cited for preventing delays due to defective equipment. In a recent month only one car in 3,804 missed its outbound scheduled connection due to defects. . . . Traffic World, Railway Age and many railroad employee publications were praised for their part in the April Perfect Shipping Campaign.

off cars where the load was not broken down by the intermediate consignee); and that carriers should furnish shippers with a copy of claim acknowledgments when claims are made by the consignee. (This was suggested because the shipper then could check up on his packaging and loading practices after going into the cause of the damage.)

In closing, Mr. Schwietert suggested that a philosophy be formulated by the carriers and shippers, in which each assumes that the other would do nothing according to best practices, therefore leaving the whole process of damage-free transportation up to him. "If these practices are followed by shippers and carriers, we have the loss and damage problem eliminated."

Another highlight of the prevention day proceedings

was the discussion of the Pennsylvania's "eliminate rough handling" program, by J. P. Newell, general manager of that road's Western region. That program, he said, was designed to get down to the men on the ground. Mr. Newell said that the Pennsylvania's effort was directed toward showing the employees what the claim bill meant to their railroad. Also, he explained, a traveling rough handling committee, composed of trainmen, has been visiting the various terminals in each region. This group is equipped with cameras, and takes photos of lading damaged through rough handling.

In the election of officers for the division for the year ahead, H. V. Cooper, freight claim agent of the Missouri Pacific, was named chairman to succeed Mr. Loderhose. Heber Smith, freight claim agent of the Southern Pacific, took over as first vice-chairman, while H. H. Young, freight claim agent of the Pennsylvania, was installed as second vice-chairman.

Two new members were elected to the General Committee, while three others were chosen to succeed themselves. The new members are D. Leer, superintendent of stations and freight claims, Florida East Coast, and T. P. Scott, freight claim agent of the Erie. C. D. Hart, general freight claim agent of the Atchison, Topeka & Santa Fe, O. J. Wullstein, general freight claim agent of the Union Pacific, and B. H. Wettlaufer, freight claim agent of the Delaware, Lackawanna & Western, were the re-elected members of the committee.

FINDING MONEY

(Continued from page 47)

Commercial advertising on railroad properties.—This includes experimental media such as the public address system in Grand Central Terminal, which encountered acoustical and sociological problems. (See *Railway Age* of January 14, page 44.)

- Telephones and Western Union.
- Parcel lockers and parcel rooms.
- Pay toilets, wash rooms, showers.
- Taxicabs.
- Miscellaneous stores and shops.

Automatic vending.—This field scarcely has been touched and offers considerable potential from sale of impulse items and from work with specialty departments of stores.

Parking concessions (study now in progress).—Based on experience of others, such concessions offer great possibilities for revenue and public service.

The Central, recognizing the possibilities of developing much needed additional revenue, created about a year ago the position of manager of concessions. In the relatively short time that the new concession operation has been under way, the surface has hardly been scratched in analyzing existing contract arrangements, operating problems and merchandising potentials of the varied fields outlined above. However, a central "clearing house" is gradually being set up for improving concession methods through study of competitive operations. At the same time, development of new revenue producing ideas and interchange of concession information is being encouraged so that the more productive activities can be applied to all comparable parts of the railroad.

In addition to producing revenue, some recent ramifications, particularly in the automatic vending field, may point the way to reductions in certain railroad operating and sales costs. Ticket selling by machines already is being tested; automatic travel insurance is freeing air line ticket windows of that service function; hot sandwich, beverage, cake and refreshment machines may some day relieve dining car operations on marginal lines, and coin operated machines could help pass travel time or station waiting time for railroad passengers as well as contribute to railroad revenues.

Concession Specialization Not a Panacea

The mere study of concession problems brings no guarantee per se of increased income from that source. Because the largest concession revenue producers generally depend on passenger traffic volume or are affected by local business conditions, the total income may decline at the very time new concessions are coming into production. However, from an analysis of each type of operation, and a comparison with successful ones on other transportation agencies, in movie theaters, in chain stores or even on other parts of the same railroad, it should be possible to stem the cyclical declines and to swell the flow of concession revenues by encouraging introduction of new types.

A unique development in this direction, which actually goes beyond the range of concessions, but strives for a similar goal, is the New York, New Haven & Hartford's recently announced sale of its busy Mt. Vernon, N. Y., station for development of a "Terminal Shopping Center." Under this new plan, the station building will be torn down, and in its place and on the immediately surrounding railroad property a commercial building will be erected for stores, parking area, etc. At its heart will be a smart new station which the railroad will operate rent free and tax free. [As detailed in the *Railway Age* of April 8, page 44, the New Haven has also sold a number of other passenger stations for substantially similar purposes.—EDITOR]

Concession specialization is a relatively recent development of a long established operation in the transportation industry. Though it has made great strides in some respects, it apparently still offers untapped sources of considerable additional revenue, with an opportunity and need for concessionaires and transportation agencies to work together for the benefit of all. Toward this end there is an informal group of railroad, subway, bus station and airport concession representatives in the New York area which provides a nucleus for exchange of ideas and information for more rapid and scientific development of the field. In addition, several other railroads and concession operators have contributed to and received help from the pool of information thus being accumulated.

Though the N. Y. C. is one of the newest members of the group, it has had sufficient experience to find that there is an active desire on the part of concessionaires to service transportation facilities and an increasing interest on the part of railroads in building supplementary income from their properties. To the extent that the two are brought together—for every penny that comes in from a concession in an otherwise unused space—there will be a proportionate reduction in the cost of station operations and a proportionate increase in the railroad's net income.

GENERAL NEWS

Strike Hits Four Major Trunk Lines

Firemen leave posts, set picket lines to force Diesel issue

Traffic came to a virtual standstill as trains out of division points after 6 a.m., May 10, reached their next terminals on the four big railroad systems—or parts of those systems—chosen by the firemen's union chiefs for the "sacrifice" to determine whether or not economic force could break down the carriers' resistance to demands for a third man on road Diesel locomotives. The four roads on which members of the Brotherhood of Locomotive Firemen & Enginemen have walked off their jobs are the Pennsylvania (west of Harrisburg, Pa.); the New York Central (west of Buffalo, N. Y., including the Michigan Central west of the Detroit river, the Toledo & Ohio Central and the Big Four); the Atchison, Topeka & Santa Fe (except the Gulf, Colorado & Santa Fe), and the Southern (see *Railway Age* for April 29, page 62).

Mediation efforts continued right up to the strike deadline, despite persistent rumors that a last-minute settlement would be reached. At 6 a.m., when the strike actually got under way, after an all-night pull, the mediators were still in session, commuting between carrier headquarters at Chicago's Palmer House and "Davy" Robertson's headquarters at the Hotel Sheraton, all hands subsisting chiefly on coffee. At 10 a.m. Mediation Board Chairman Francis A. O'Neill, Jr., announced that the board was discontinuing its efforts.

"No Compromise"—Loomis

Daniel P. Loomis, chairman of the Association of Western Railways, expressed regret at the failure to achieve a settlement, but declared that "there can be no compromise with this sort of ruinous nonsense. It is unthinkable," he said, "that the firemen's union would resort to such irresponsible tactics to override the decisions of two fact-finding boards appointed by Presidents Roosevelt and Truman," both of which reached the same conclusion—that there was no merit to the firemen's claims.

Supporting rumors that an important remaining stumbling block to settlement was a demand for assignment of a fireman to small switching Diesels, 44 tons and under, was a statement by Mr. Loomis that the railroads would not hire a second fireman on Diesel-electric locomotives—the main issue in the dispute—nor would they hire a fireman on the

small Diesel switch engines commonly called "teapots." The B. of L. F. & E. had agreed in 1943 that firemen would not be required on locomotives weighing less than 90,000 lb. on drivers.

Except for an embargo against livestock, live poultry and perishable freight, the Santa Fe continued to accept all traffic. Four main line passenger trains, however, the "Super Chief," the "Grand Canyon," "El Capitan" and the "California Limited" were withdrawn.

Some Trains in Operation

In contrast, the New York Central embargoed all "dead" freight, but will handle on permits food, livestock, perishables, fuel, dairy products, medicine, drugs, chemicals for public health requirements, newsprint, steel and vital merchandise, operating a basic service with two trains each way between New York and Chicago, and one train each way between Pittsburgh and Detroit, St. Louis and Cleveland, Cincinnati and Cleveland, and New York and Detroit.

Initial plans were to operate the following passenger trains in the strike territory:

The "New England States" between Boston and Chicago;
The "Detroit" between New York and Detroit;

The "Iroquois" from Boston to Detroit;
The "Interstate Express" from Detroit to Boston;
The "Mercury" from Detroit to Chicago; and
The "New York Special" from Chicago to Detroit.

The "Empire State Express" will continue to operate from New York to Detroit, but will be discontinued between Buffalo and Cleveland.

The Pennsylvania embargoed all freight traffic in the area affected at 12:01 a.m., May 10, and annulled all passenger trains in the territory west of Harrisburg which were not scheduled to reach their destination—or divisions east of Harrisburg—before 6 a.m., May 10. The last train out of Chicago on May 9 was the "Admiral," at 4:30 p.m. The last westbound train out of New York into struck territory was the "Cleveland," leaving at 8:00 p.m. The P.R.R. announced that all shop and track operations west and north of Harrisburg were closed down coincident with the stoppage of train operations, with skeleton forces only continuing in departments maintaining contact with the public.

The Southern on May 9 placed an embargo against all freight and passengers, but it was undertaking after the strike got underway on May 10 to operate trains for which it could get manpower. It was explained that freight which the



Importance of railroad transportation to the consumer is the theme of the Missouri Pacific Lines' 1950 outdoor advertising campaign, which will cover eight of the 11 states served by the system, to stress the part the railroad plays in moving raw materials, manufactured goods and foodstuffs. Illustrated is the March-April building materials subject; future posters will cover such topics as "Wheat plus Missouri Pacific equals Bread"; "Cotton plus Missouri Pacific equals Cloth"; and "Cattle plus Missouri Pacific equals Steak." Each design, according to R. J. Maxwell, M. P. advertising director, and the D'Arcy Advertising Company, St. Louis, Mo., will have three basic units, with the M. P. seal as the common digit, to say, in effect, "Raw Material plus Missouri Pacific equals Finished Product"

embargo did not catch was routed via the road, since it takes about 48 hrs. for an embargo to become fully effective. The first passenger train operated by the Southern after the strike became effective left Washington, D.C., on time, at 2:00 p.m., Eastern Standard Time, on May 10. It was No. 35, bound for Atlanta, Ga., and New Orleans, La.

At that time, it was stated that the Southern also had "8 or 10" freight trains operating on its system. The road was calling its firemen for runs, and getting responses, which were described as "spotty" at some points but "surprisingly good" at others. The first 10 men called at one terminal responded.

Emergency Orders

The coming of the strike brought reinstatement of the I.C.C. order which authorizes affected roads to disregard routings and reroute traffic over any available open route. The Order is Revised King's I.C.C. Order No. 23. It was issued by Homer C. King, director of the commission's Bureau of Service, pursuant to I.C.C. Service Order No. 562, which makes him the commission agent to authorize diversion of cars whenever, in his opinion, an emergency exists. The order was previously issued when the strike was set for April 26, but was suspended with the postponement of the walk-out.

Another I.C.C. order issued as a result of the strike is Service Order No. 850. Effective at 7:00 a.m. May 10, it suspended demurrage rules and charges on coal and other carload freight held for shipment on the Great Lakes or delivery to lake vessels. The order stipulated that the strike has created conditions under which railroads serving the lake ports were unable to unload cars in the normal manner.

C. & O. Also Affected

The Chesapeake & Ohio cancelled all passenger train operations on the Pere Marquette district, the old Hocking Valley, and into Washington, D. C., as firemen on their trains respected picket lines established at points where C. & O. trains have trackage rights over the struck lines. Train No. 3, the "Pere Marquette," out of Detroit at 8:15 a.m., May 10, was halted outside the Union Station at Grand Rapids, located on Pennsylvania trackage, and passengers had to be detrained and handled by cab. The C. & O. is also affected by its operations over the Pennsylvania at Columbus, Ohio, for a distance of about 1,000 yd.; over the N. Y. C. between Pine Junction, Ind., and Porter, 17.7 mi.; between Toledo, Ohio, and Alexis, 10.1 mi., and over the Southern between Orange, Va., and Washington, 84.9 mi.

By mid-afternoon on May 10, the C.&O. service into Washington was restored, the road having effected arrangements whereby its firemen agreed to work on trains operated over the Southern line involved.

The New York, Chicago & St. Louis, the Baltimore & Ohio and the Erie reported heavy travel on their east-west

trains, with extra equipment on regular trains, but that no extra sections were planned.

At Chicago, American Airlines reported that the greatest public need was for service to Cincinnati, Ohio, to which all rail service was affected. Personnel was doubled in reservation bureaus. Two 70-passenger planes were placed in the Indianapolis-Cincinnati service and one in New York-Chicago non-stop service, augmenting regular flights. United Air Lines reported heavy demands for space between New York, Boston, Philadelphia, Washington, Chicago and Los Angeles, with the better flights sold out. Trans World Airlines reported that they were very busy, primarily on the New York-Chicago run, but insufficient crews were available to operate much extra service.

The Railroad Retirement Board said that a ruling on whether or not the struck firemen would be eligible for unemployment benefits would depend on a thorough investigation to see if the union had complied fully with provisions of the Railway Labor Act.

Favor Donnell Bill To Outlaw Strikes

Rail executives say present Labor Act has broken down

A Senate subcommittee this week heard leading railroad executives testify in support of the "fundamental principles" of Senate bill 3463—the so-called Donnell bill which would amend the Railway Labor Act to outlaw strikes or lock-outs arising out of wage or working rules disputes. Among the first witnesses appearing before the subcommittee were representatives of roads on which a strike by the Brotherhood of Locomotive Firemen & Enginemen was scheduled to begin May 10.

Forward Step in Rail-Labor Relations

The initial witnesses included Walter S. Franklin, president of the Pennsylvania; Gustav Metzman, president of the New York Central; F. G. Gurley, president and chairman of the executive committee of the Atchison, Topeka & Santa Fe; J. Carter Fort, vice-president and general counsel, Association of American Railroads; Harry A. DeButts, vice-president of the Southern; and C. A. Miller, vice-president and general counsel, American Short Line Association. Their support of the principles of the bill was unanimous. Mr. Metzman said enactment of a bill such as S. 3463 "will represent a tremendous step forward in the field of railroad labor relations."

The subcommittee conducting the hearings is a part of the Senate committee on labor and public welfare, and is headed by Senator Thomas, Democrat of Utah. S. 3463 was introduced by a member of the subcommittee, Senator Donnell, Re-

publican of Missouri. Other members of the subcommittee are Senators Neely, Democrat of West Virginia, and Lehman, Democrat of New York. Provisions of the bill were outlined in *Railway Age* of April 29, page 62.

Fireman's Strike Climaxes Breakdown

All of the witnesses who made presentations on May 8 and May 10 discussed at considerable length the then-pending strike by the firemen. Mr. Franklin said at the opening session that the threatened strike "brings to a head and emphasizes certain conditions in the labor relations of the railroad industry . . . which . . . can no longer be ignored." He declared that the Railway Labor Act has "broken down" and charged that labor has come to look upon reports by fact-finding boards "as only a springboard upon which to predicate additional demands." Mr. Franklin reviewed the current "extra fireman" case and said the situation "brings to an obvious climax the breakdown of the Railway Labor Act."

Another section of Mr. Franklin's presentation was devoted to a discussion of why railroads could not be expected to yield to the labor groups and thus avoid strikes altogether. He said this "simple solution" is "not economically possible." To grant demands "now being actively pressed" by various groups would cost the railroads an additional annual expenditure of approximately \$375,000,000, he said, and on that point "we may well ask where is the money coming from."

The P.R.R. president said it is with "considerable reluctance" that railroad managements have decided the Donnell bill is necessary, because "compulsion will operate just as effectively against the railroads as it will against the employees."

Support Bill "Reluctantly"

This feeling of reluctance was mentioned again in the testimony of both Mr. Metzman and Mr. Gurley. Mr. Metzman said it is "entirely probable that railroad management would have opposed" the Donnell bill if it had been introduced 10 years ago. He went on to say, however, that the "unfortunate experiences" of recent years require this bill or one similar to it be enacted if work stoppages or the constant threat of work stoppages are to be avoided. Mr. Gurley said he had not heretofore thought he would "ever come to the point of supporting legislation of this type," but that he had come to the conclusion that present methods of bargaining "have definitely failed."

The presentation by Mr. Metzman was in part a discussion of how the fireman's strike would affect the New York Central. He estimated that as many as 50,000 N.Y.C. employees might have to be furloughed as a result of a strike by 2,600 firemen. He said as many as 1,000 major industrial plants would be affected, and that "the stagnation at important junction points and gateways would be immediate." He continued by saying that "the necessity for legislation to prevent the

happening of such a catastrophe should be apparent," and added that the time "is long past" when any group, whether it be the management of the railroads or the organizations representing their employees, "can conscientiously claim a right to paralyze the economy of the nation for their own benefit."

Mr. Gurley told the subcommittee that it would be "only a logical extension" of railroad regulation by the government to have wages and working conditions determined as provided for in S. 3463. He also said that differences of opinion over the interpretation of practically all forms of contracts are settled by judicial process, and added that there is "no reason" why disputes over collective bargaining agreements in the railroad industry "should not be subject to final and binding determination by an adjustment board whose decisions are subject to judicial review."

Cites Present Act's Ineffectiveness

Meanwhile, Mr. Fort of the A.A.R., who was the first to testify at the hearings, had told the Senate group that a railroad strike "justifies and demands special treatment" because it severely and adversely affects the national welfare. He pointed to the number of strikes and strike threats since 1940—"all without a shadow of justification"—as proof that the present Railway Labor Act is "inadequate." Mr. Fort said the Act "has failed both in its purpose to protect the country against disastrous stoppages of railroad transportation as a result of railroad strikes; and in its purpose to provide machinery for reaching sound determinations of disputes."

The A.A.R. spokesman said the "moral obligation" which was to have made the present Act workable has proved to be ineffective because there is "no method or machinery for obtaining a binding decision." The necessity for further legislation has become "unmistakable," he said, and he added his support of the "principles of the Donnell bill."

"System of Law" Needed

As the hearings resumed on May 10, Mr. DeButts of the Southern was the opening witness. He, too, discussed the current firemen's strike, which began a few hours before he took the stand. "The Southern," he said, "has been serving the South since 6 o'clock this morning with great difficulty." He estimated that about 35,000 employees on the road would be affected by the strike, and that if the demands for the extra fireman were granted it would cost the Southern about \$2.5 million a year.

Mr. DeButts went on to say the cost of "wholly unnecessary additional firemen" would be "the first step in wiping out the economies and efficiencies of the whole Dieselization program and would tend to return us to the competitive status of our old steam operations." He said the Southern, up to January 1, 1950, had invested "about one hundred million dollars" in Diesel-electric locomotives

Lauds Faricy for Service With National Defense Group

Secretary of Defense Louis Johnson last week paid tribute to President William T. Faricy of the Association of American Railroads for his service as the first chairman of the Civilian Components Policy Board of the National Military Establishment. Secretary Johnson spoke on May 4 at ceremonies in connection with the administration of the oath of office to E. H. Burgess, vice-president and general counsel of the Baltimore & Ohio, who is Mr. Faricy's successor in the board chairmanship.

The A.A.R. president "performed distinguished service at great personal sacrifice," Secretary Johnson said. He added that the Civilian Components Program "is in better shape today than it ever has been," due to the functioning of the board under Mr. Faricy's leadership. The secretary went on to express the government's appreciation to the A.A.R. for permitting its president to serve since the organization of the board last August.

The function of the board is to coordinate all policy and programs relating to civilian components of the Armed Forces, i.e., the organized reserves of the various services and the National Guard. The administration of the oath to Mr. Burgess was witnessed by high officers of the armed forces and friends of the new chairman. In taking over, he expressed his appreciation of the opportunity to serve, adding that "the shoes left by Mr. Faricy for me to fill are big shoes."

and in special facilities for their shopping and maintenance.

In reply to a question by Senator Thomas, Mr. DeButts assured the subcommittee that support of the Donnell bill was not an "emotional reaction" to the firemen's strike. He said it was an "accumulation of things" over a long period of time, during which railroad labor organizations have followed a philosophy of "more and more" in their demands. He also cited cases of "wild-cat" strikes that have occurred on the Southern from time to time and added that the present Act is "ineffective" in preventing these strikes or those called by national brotherhoods. He concluded by saying "we wholeheartedly support" S. 3463.

Mr. Miller, who spoke for the 317 members of the Short Line Association, also testified "in support of the principles of the pending bill." He reviewed in detail the rail strikes of the post-war years, and concluded that the present Act "is not wholly effective in maintaining 'peace on the rails.'" He said that if a union can call "a paralyzing strike" under circumstances such as the current firemen's case, "then not only has the Railway Labor Act failed, but the Nation has failed."

"The railway labor organizations discovered during the war that they could

flout the processes of the Railway Labor Act and 'get away with it,'" he said. Congress should see to it, he added, that the unions cannot follow a policy of "The public be damned" any more than can the railroads themselves. The Congress has seen to it that the railroads can't do that, he said. Mr. Miller continued by saying that "a system of law" should be substituted for the "law of the jungle" used by labor unions. "They should be required to submit their disputes to duly constituted tribunals, and to abide by the decisions of those tribunals," he said.

1950's Net Income Reaches \$53 Million

Lags behind 1949; but March net is improved

Class I railroads in the first three months of 1950 had an estimated net income, after interest and rentals, of \$53,000,000, compared with \$62,000,000 in the corresponding period of 1949, according to the Bureau of Railway Economics, Association of American Railroads. The three-months' net railway operating income, before interest and rentals, was \$123,779,467, compared with \$131,386,148.

Estimated results for March showed a net income of \$51,000,000, compared with a net income of \$43,000,000 for March, 1949. The net railway operating income for the 1950 month was \$75,706,315, while in March, 1949, it was \$66,102,660. In the 12 months ended with March, the rate of return averaged 2.89 per cent, compared with 4.19 per cent for the 12 months ended March, 1949.

Gross in the three months amounted to \$1,985,298,369 compared with \$2,145,555,182 in the same period of 1949, a decrease of 7.5 per cent. Operating expenses amounted to \$1,622,186,753, a decrease of 8.5 per cent from the \$1,772,028,155 recorded the first three months of 1949.

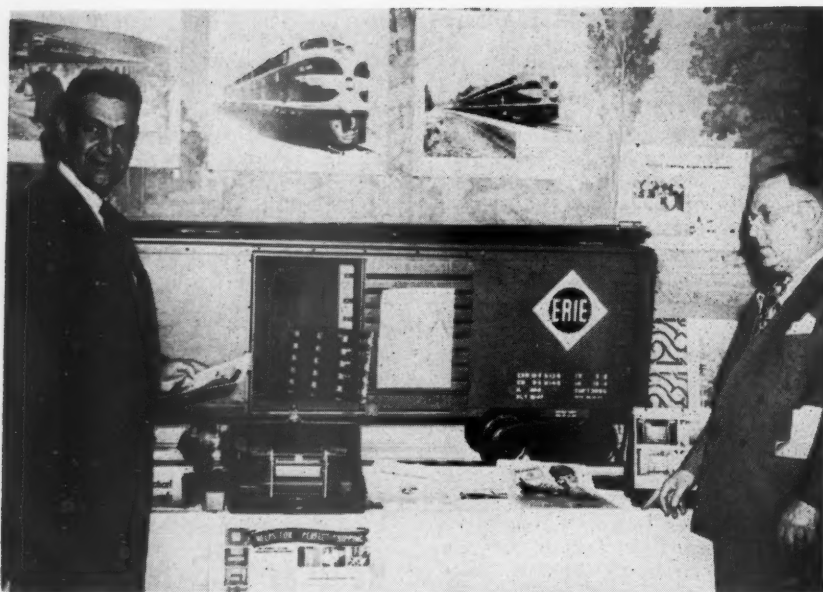
Thirty-six Class I roads failed to earn interest and rentals in the first three months, of which 18 were in the Eastern district, one in the Southern region and 17 in the Western district.

Three-Month Net Down in East

Class I roads in the Eastern district in the three months had an estimated net income of \$9,000,000 compared with a net income of \$34,000,000 in the same period of 1949. For March, their estimated net income was \$21,000,000, compared with \$11,000,000 in March, 1949.

Those same roads in the three months had a net railway operating income of \$49,127,298 compared with \$73,092,959 in the same period of 1949. Their net railway operating income in March amounted to \$35,000,388 compared with \$24,280,957 in March, 1949.

Gross in the Eastern district in the



The Erie was one of several companies which staged a special exhibit in connection with last month's "Perfect Shipping Clinic" of the Traffic Club of Newark, N. J. At the right in the picture is J. H. Byers, special representative of the Erie's station service department

three months totaled \$881,685,730, a decrease of 11 per cent compared with the same period of 1949, while operating expenses totaled \$738,350,129, a decrease of 9 per cent.

South and West Show Gains

Class I roads in the Southern region in the three months had an estimated net income of \$21,000,000 compared with a net income of \$18,000,000 in the same period of 1949. For March, they had an estimated net income of \$10,000,000 compared with \$8,000,000 in March, 1949.

Those same roads in the three months had a net railway operating income of \$32,370,429 compared with \$29,870,767 in the same period of 1949. Their net railway operating income in March amounted to \$13,842,527 compared with \$11,632,760 in March, 1949.

Gross in the Southern region in the three months totaled \$302,774,637, a decrease of 4 per cent compared with the same period of 1949, while operating expenses totaled \$232,845,637, a decrease of 6.7 per cent.

Class I roads in the Western district in the first three months had an estimated net income of \$23,000,000 compared with \$10,000,000 in the same period of 1949. For March, they had an estimated net income of \$20,000,000 compared with \$24,000,000 in March, 1949.

Those same roads in the three months had a net railway operating income of \$42,281,740 compared with \$28,422,422 in the same period of 1949. Their net railway operating income in March amounted to \$26,863,400 compared with \$30,188,943 in March, 1949.

Gross in the Western district in the three months totaled \$800,838,002, a decrease of 4.6 per cent compared with the same period of 1949, while operating ex-

penses totaled \$650,990,987, a decrease of 8.5 per cent.

CLASS I RAILROADS—UNITED STATES MONTH OF MARCH

	1950	1949
Total operating revenues	\$ 743,325,733	\$ 739,078,751
Total operating expenses	574,408,276	587,948,091
Operating ratio —per cent	77.28	79.55
Taxes	79,801,441	71,656,339
Net ry. op. income (Earnings before charges)	75,706,315	66,102,660
Net income, after charges (est.)	51,000,000	43,000,000
THREE MONTHS ENDED MARCH 31, 1950		
Total operating revenues	1,985,298,369	2,145,555,182
Total operating expenses	1,622,186,753	1,772,028,155
Operating ratio —per cent	81.71	82.59
Taxes	198,956,386	202,470,511
Net ry. op. income (Earnings before charges)	123,779,467	131,386,148
Net income, after charges (est.)	53,000,000	62,000,000

Carbuilders and Short Lines Explain Problems

Senate group also hears from U. S. Chamber and Coal Assoc.

Representatives of the American Short Line Railroad Association, the American Railway Car Institute, the Chamber of Commerce of the United States, and the National Coal Association were among those who made presentations at May 4 and 9 sessions of the public hearings being conducted by the Senate's subcommit-

tee on domestic land and water transportation. The subcommittee, a unit of the Senate committee on interstate and foreign commerce, is headed by Senator Myers, Democrat of Pennsylvania, and the hearings are being held in connection with the general investigation it is making pursuant to Senate Resolution 50.

The presentation of the Short Line Association was made by its secretary-treasurer, C. E. Huntley. He read a prepared statement, supported by statistical data, which was a comprehensive outline of the current railroad situation with special reference to the problems of the short lines. On such matters as subsidized competition and the railroad industry's need for adequate earnings, Mr. Huntley's statement was generally along lines of presentations made at previous sessions by representatives of the Association of American Railroads.

Short-Line Proposals

Thus he called for establishment of user charges or tolls which would place air, water and highway carriers on a "self-sustaining basis." He also recommended that commercial truckers be "required to be common carriers in fact as well as in name"; and he complained that the Interstate Commerce Commission "has been too liberal in granting certificates of convenience and necessity for new trucking operations." Moreover, he insisted that railroads should be permitted to engage in motor carrier operations "other than those auxiliary to, or supplemental of, their own railroad operations."

Among Mr. Huntley's discussions of short-line problems was a complaint about the administration of the Interstate Commerce Act's so-called through routes provisions. Noting that the I.C.C., has authorized the complete abandonment of 195 short lines during the past 16 years, Mr. Huntley went on to say: "Short line railroad abandonments must and will continue to increase in the face of restrictive routing, failure to obtain, in the administration of the Interstate Commerce and allied acts, the benefits of laws that Congress intended them to have and the increased operating expenses brought about by the wage and labor policies of the government."

In the latter connection, Mr. Huntley recommended Railway Labor Act amendments which would revise the set-up and procedures of the National Railroad Adjustment Board, making the proposed new board's decisions subject to judicial review and making unlawful all strikes and lockouts in disputes subject to its jurisdiction. He opposed pending bills to legalize the "union shop" and check-off of union dues in the railroad industry; and "any federal workmen's compensation act detrimental to the interests of the short lines or their employees."

As to the present declaration of national transportation policy, Mr. Huntley said that his association endorses it as "sound and reasonably comprehensive." But he warned that the policy "can be nullified by failure to put into effect and

carry out the other provisions of the act." It lies within the power of Congress, he concluded, to make "practical and effective" the terms of the policy and thus "assure the nation of stronger, healthier railroads, including the short lines."

A.R.C.I. Four-Point Program

Samuel M. Felton, president of the American Railway Car Institute, spoke for that organization, advocating a four-point program which would "achieve genuine equity" for all competing transport agencies. His four points were as follows:

1. Greater government coordination on transportation matters by centralization of all regulatory operations in one body. This should be a single bi-partisan federal transportation commission, directly responsible to Congress.

2. Congressional policy on regulation of transportation should be spelled out clearly to achieve genuine equality for each competing form of transportation. Exemptions from common carrier status now granted to the railroads' competitors should be reexamined and amended. In addition, regulation should be reduced across the board. In the case of railroads, regulation based on the outworn assumption that the railroads have a monopoly should cease.

3. The government's "promotional" activities should be better balanced. Subsidies to the railroads' competitors should be reduced. Each form of transportation should pay its own way except for extra costs imposed for national defense or similar requirements.

4. Federal fiscal policies should be revised. Eliminate wartime excise taxes and modernize rates and policies on depreciation of railroad equipment.

Mr. Felton declared that this kind of program is essential "if the railroads are to achieve a healthy position—one which will allow them to render the maximum service to the public of which they are capable and which they desire to give." He also stated that "the plight of the railroads in being unable to approach a fair return on investment has a severe impact upon the manufacturing activities of the car builders."

Hope for "Pick Up"

In the latter connection, Mr. Felton went on to say that "despite an obvious need for new, improved rolling stock, the carbuilders' orders over the past quarter century have averaged around 39,000 freight cars annually, whereas our combined capacity under normal peacetime conditions ranges from 100,000 to 150,000 cars a year." He pointed out that such capacity is "essential" in periods of "urgent need for cars," though much of it "often lies idle."

In giving this and other information about his industry, Mr. Felton, as he put it, was making "no secret" of the fact that carbuilders "have a definite self-interest in seeing the railroads get a better break in public policy." He added, however, that "almost every other group in the nation's economy," also has "more or less of a 'vested interest' in the welfare of the railroads which serve them." In response to a question from Senator

Myers, Mr. Felton said the carbuilders are now "hopeful that things will pick up" in the near future.

The presentation of the U.S. Chamber of Commerce was made by the chairman of its Transportation and Communication Department Committee—Evans A. Nash, president of the Yellow Transit Company, Oklahoma City, Okla. He placed before the subcommittee policy statements on transportation matters which have been adopted by the chamber from time to time, some of them at the annual meeting in Washington last week.

As he summarized his statement, Mr. Nash had recommended that nothing be done about proposals to appropriate more money for the Federal Barge Lines until the subcommittee's inquiry is completed; that a single regulatory body with jurisdiction over all agencies of transportation should be established "ultimately"; that proposals to give the I.C.C. authority over railroad operating rules should be rejected; and that the national transportation policy should include a rate-making rule like that included in section 15(a).

Mr. Nash also called for immediate repeal of the excise taxes on amounts paid for transportation, and he advised that "legislative rate-making should be avoided." His other recommendations were that existing statutes should be clarified "so as to afford any certificated transportation company the same opportunity as any other applicant to seek entrance into any form of transportation if the transaction is determined to be consistent with the public interest"; that federal aid to airports should be limited to a system of airports "used primarily by commercial traffic in interstate commerce"; and that federal aid for highways should be limited to roads "used primarily by traffic in interstate commerce", and the present 50-50 federal-state matching formula should be retained.

Coal Association Speaks

Speaking for the National Coal Association, E. F. Estes, its traffic manager, called attention to the coal industry's "vital interest in the welfare of the railroads and the improvement of their services." He called the Interstate Commerce Act's statement of national transportation policy a "very excellent declaration," but said that the country nevertheless lacks "an integrated transportation policy for all types of transportation."

To bring that about, he recommended, first, that all transport agencies be regulated by one federal body, reporting directly to Congress. He went on to say that there should be no promotional activities by the federal government in the field of transportation. Also, Mr. Estes would set up one committee in each branch of Congress to handle "all legislation in any way affecting transportation." Should that be considered impracticable, he would effect "better correlation" between present committees handling transport matters.

Other recommendations made by Mr.

Estes included calls for liberalization of the railroad-abandonment provisions of the act; more latitude for railroads in reducing rates to meet changing competitive or economic conditions; and an ending of the "labor monopoly" in the transportation industry. Mr. Estes also expressed the coal industry's concern about truck competition for "high-grade freight" which tends to cause increases in railroad rates on "low-grade" commodities, and about the effect of the passenger deficit on the level of freight rates.

"People's Lobby" Favors Nationalization

The subcommittee also heard a brief statement from Benjamin C. Marsh, executive secretary of the People's Lobby, Inc. Among other observations, Mr. Marsh said that Secretary of Commerce Sawyer's recent report on transportation had demonstrated that "transportation is a racket with many facets." His advice to the subcommittee was this: "The only solution is a public corporation, similar in structure to the Tennessee Valley Authority, empowered to acquire, or control, railroads, trucking and aviation companies, and coastwise and inland waterways concerns, and unify them and their operations. . . . Present owners would vigorously protest this if the subsidies and rackets. . . were to be continued; were they stopped, with no possibility of their being renewed, it is doubtful whether the opposition would be very vocal or strong."

B. of L.E. Opposes Union Shop Bill; B. of R.T. Offers Substitute

The Brotherhood of Locomotive Engineers went on record May 4 as being opposed to amendment of the Railway Labor Act so as to authorize the "union shop" and "check-off" of union dues. Testifying before a subcommittee of the Senate committee on labor and public welfare, John T. Corbett, assistant grand chief engineer and national legislative representative of the B. of L.E., said the engineers' brotherhood was of the opinion that there is "no present need" for legislation such as that embodied in S. 3295.

This was the first substantial labor opposition to the bill since the subcommittee began public hearings May 1. (See *Railway Age* of May 6, page 51.) The bill was supported by the Railway Labor Executives' Association, and the Brotherhood of Railroad Trainmen supported its "objectives" but offered a substitute proposal.

The hearings, which are being held by a subcommittee headed by Senator Thomas, Democrat of Utah, have now been recessed until May 15. Representatives of management are scheduled to appear at that time. Other members of the subcommittee are Senators Donnell, Republican of Missouri, Neely, Democrat of West Virginia, and Lehman, Democrat of New York.

In addition to Mr. Corbett, those witnesses appearing before the subcommittee on May 4 and 5 were Harry See, national legislative representative, B. of R.T.;

Willard S. Townsend, international president, United Transport Service Employees; Paul E. Monahan, assistant to the president, United Railroad Workers of America; and William Grogan, vice-president, Transport Workers Union of America, Congress of Industrial Organizations. Both Mr. Monahan and Mr. Grogan urged passage of S. 3295 as a means to "union security."

The testimony by Mr. See of the B. of R.T. was an undertaking to point up a need for greater "flexibility" than provided in the pending bill. He said "union shop" and "check-off" provisions in railroad operating craft contracts were "long overdue," but added that the B. of R.T. is nevertheless "opposed to S. 3295 as drawn." He offered a substitute proposal designed to provide the desired flexibility.

Mr. See told how a great many operating employees do closely related work, and how, as a result, they "shuttle back and forth from one craft to another." Meanwhile, he said, the crafts generally are different unions. The B. of R.T. substitute proposal would therefore enlarge upon S. 3295 so as to write into the law the provision that an employee holding employment rights in more than one craft, or promoted from one craft to another, could satisfy the union membership requirement by belonging to the organization of the employee's choice. The employee would also be specifically permitted to name the organization which would receive the check-off dues and assessments.

The objections expressed by Mr. Corbett, for the B. of L.E., were to the effect that the B. of L.E. was "somewhat concerned" that "passage of this legislation may create conditions under which the organization might not maintain its right to refuse membership in the brotherhood to such individuals as local groups might consider as undesirable members." He

also expressed a fear that if the bill became law an individual in partial service as a fireman and as an engineer would be required to secure and maintain membership in both brotherhoods. In the opinion of the B. of L.E.'s grand chief engineer, Alvanley Johnston, there is "little difference between the proposed 'union shop' and the 'closed shop' except, possibly, the question of the time period," Mr. Corbett also said.

At another point in his testimony, Mr. Corbett said the "same individuals" who in 1934 assisted in preparation of the present Railway Labor Act "now appear in favor of the proposed amendments." He said they did this although "there have been no great changes in the work of his [President George M. Harrison of the Brotherhood of Railway Clerks] craft, or the other crafts," which might actually provide for improved service to the public if S. 3295 were approved.

The statement by Mr. Townsend of the Transport Service employees was in support of the pending bill "as far as it goes." His principal objection was "the inequality under which organized railroad employees and their organizations are forced to operate." He asked that an additional section be added to the bill so as to provide that no labor-management union shop agreements might be made by a union which "refuses membership to an employee within the scope of their jurisdiction because of race, color, creed, or national origin."

Says Tight Commodities Clause Should Have Relief Provision

The Interstate Commerce Commission believes any legislation designed to tighten the Interstate Commerce Act's so-called commodities clause should include a provision whereby the commission would have authority to grant relief "in

proper cases." Commissioner Aitchison so advised the House subcommittee on study of monopoly power at the May 5 session of hearings the subcommittee is holding in connection with the steel-industry phase of its inquiry into "monopolistic trends."

The commodities clause, section 1 (8) of the act, makes it unlawful for any railroad to transport in interstate or foreign commerce any article or commodity (except timber) which is produced by the railroad, or under its authority, or in which it has "any interest, direct or indirect." The subcommittee is a unit of the House committee on judiciary. It is headed by Representative Celler, Democrat of New York, who is also chairman of the parent committee.

It became interested in the commodities clause because of the United States Steel Corporation's ownership of railroads, including the Elgin, Joliet & Eastern, the Bessemer & Lake Erie, and the Duluth, Missabe & Iron Range. Before Commissioner Aitchison appeared, the subcommittee had heard a presentation on the matter from Arne C. Wiprud, former chief of the Transportation section, Anti-trust division, Department of Justice, and now associate solicitor of the Post Office Department, which he represents in the pending railway mail-pay case.

In advising the subcommittee, as noted above, the I.C.C., Commissioner Aitchison emphasized, was not recommending a change in the commodities clause. While Mr. Aitchison's statement reflected the commission's dissatisfaction with judicial interpretations of the present clause as applied to industry-owned railroads, it also suggested that the clause "should not be considered as an entity in itself, without careful consideration of remaining regulatory features of the whole Interstate Commerce Act as it now stands."

Recalls Earlier Report

The commissioner went on to recall that the commission's latest annual report refrained from making recommendations for "basic legislation," pending the outcome of the "important and searching" transport inquiries now being conducted by the Senate and House committees on interstate and foreign commerce. And he suggested that if the Celler committee's investigations disclosed a need for "extending the scope of the commodities clause," the information disclosed "might well have consideration along with, and if possible, as a part of, the legislative program developed" as a result of the inquiries of the committees on interstate and foreign commerce.

Commissioner Aitchison's argument for a relief provision was addressed principally to any comprehensive proposal which would not only tighten the present clause's applicability to industry-owned railroads, but which would also extend the clause to other agencies of transportation. A provision for administrative relief, he said, would be necessary "to mitigate the hardships of the application universally of a prohibition of this character



Chase News Photo

THE PRESS LOOKS AT TRANSPORTATION.—Speakers at the May 2 transportation luncheon of the Chamber of Commerce of the United States at Washington, D. C., included, left to right at head table: Leon F. Banigan, editor, Fleet Owner; Wayne Parrish, editor, American Aviation; Robert J. Bayer, editor, Traffic World; Burton N. Behling (speaking), panel moderator and senior transportation specialist, Legislative Reference Service, Library of Congress; William H. Schmidt, Jr., western editor, *Railway Age*; Stanley Ferguson, assistant managing editor, New York Journal of Commerce, and Evans A. Nash, luncheon chairman and chairman of the chamber's transportation and communications committee. A summary of the speeches was published on page 55 of the *Railway Age* of May 6

when the effect would be counter to the national transportation policy and not in the public interest." The commissioner found "ample precedent" for this in the present relief provisions of the act's fourth section and those of its so-called Panama-Canal-Act provisions.

Meanwhile, Commissioner Aitchison told the subcommittee that the holding-company arrangement for industry-owned railroads is not a situation of which steel companies are a "unique" example. He filed an exhibit showing that a like situation exists in many other industries. He also filed a statement embodying a study of Supreme Court decisions in cases brought to enforce the commodities clause. The statement was prepared by J. Stanley Payne, assistant chief counsel of the commission.

As Mr. Aitchison explained briefly, the ruling court decisions have held that the commodities clause does not apply to an industry-owned railroad unless it can be shown that the railroad is dominated in such a way as to become the "alter ego" of the owning industry. In the E.J.&E. case, and in the case involving the Bethlehem Steel Corporation's ownership of the South Buffalo, the court held that this had not been shown. Mr. Aitchison also recalled that "somebody" had said that the courts, in commodities-clause cases, have been giving "high grade legal opinions on how the parties can avoid the effect of the act."

Sanctions Ending of P. & D. Service in New England

Division 3 of the Interstate Commerce Commission has sanctioned cancellation of pick-up and delivery service on L.C.L. and any-quantity freight at 56 points on the New York, New Haven & Hartford and one point on the Boston & Maine. The division's report in No. 30095 found that the cancellation tariffs, which became effective November 5, 1948, had not been shown to be unreasonable or otherwise unlawful.

The railroads defended their action with figures showing that the New Haven's cost of rendering the service made its local L.C.L. operations unprofitable and greatly augmented its losses on interline business. This and other evidence in the case convinced the division that the solution was "establishment of additional, separately published charges" to cover cost of pick-up and delivery.

"The record is not sufficiently complete to enable us to pass upon the quantum of the charges which should be established," the report added. It went on to note that this question, as it relates to all railroads, is now before the commission in No. 29555, the pending general investigation of "Pick-up and Delivery Service by Railroads."

Meanwhile, the report pointed out that the New England roads have established plus charges for pick-up and delivery at the 40 points where they still maintain the service. Because of that, the division found that there was no basis for sustaining allegations of undue prejudice



President William T. Faricy of the Association of American Railroads (left) and President Herman W. Steinkraus of the Chamber of Commerce of the United States (center) greet Gordon MacRae, star of the Railroad Hour radio program, as he arrived at Union Station, Washington, D. C., on May 3, to sing at the chamber's annual dinner

against the points where it had been canceled. Its finding that the tariffs under investigation were not unlawful was "without prejudice to a different conclusion which may be reached in No. 29555."

A.R.E.A. Voting on Constitutional Amendments

Members of the American Railway Engineering Association are now voting by letter ballot on a number of constitutional amendments, as a result of the resignation, due to ill health, of George L. Sitton, president of the association, and assistant chief engineer of the Southern. The amendments were approved by the board of direction at a special meeting on April 25.

The constitution now provides that "when a vacancy occurs in the office of president, the duties of the president shall be performed by the senior vice-president." This means that, with the resignation of Mr. Sitton, the duties of president—but not the title—were assumed by H. S. Loeffler, senior vice-president of the association and assistant chief engineer of the Great Northern. Under the present provisions of the constitution it would be necessary for Mr. Loeffler to carry the responsibilities of the office of president for nearly a year before actually acceding to the title of that position.

The proposed amendments to the constitution are designed to make it possible, in the event a vacancy should occur in the office of the president, for the senior vice-president, immediately and automatically, to become president for the unexpired term. Likewise, they provide for the immediate and automatic succession of the junior vice-president to

senior vice-president in the event of a vacancy in the office of senior vice-president, and for the immediate filling of vacancies in the office of junior vice-president and on the board of direction by action of that body.

Other changes in the constitution, proposed in the same letter ballot, are designed to permit meetings to be held elsewhere than in Chicago in the event of an emergency, and to permit the setting of convention dates several years in advance—by the board of direction rather than the president—which cannot be done under the present provisions. This latter change is considered desirable to permit cooperation with the National Railway Appliances Association in setting its exhibition dates, since that association must make commitments for its exhibits several years in advance.

"Reasonable" Wage Limits Needed for Prosperity

The Presidential fact-finding board hearing the wage and rules demands of the conductors and trainmen was warned this week that the railroads are in "no position" to absorb any further "unnecessary and unjustified" increases in operating costs, whether in the form of wage increases or changes in operating rules. J. Elmer Monroe, assistant vice-president, Association of American Railroads, told the board that "the present high level of operating costs in the railroad industry poses a most important problem, which is now giving the Interstate Commerce Commission, the state regulatory bodies, the shippers and the railroads a large measure of concern. It should also be a matter of great concern to the employees and should be taken into consideration by the fact-finding board when reaching its conclusion and findings on the issues now before it."

Mr. Monroe testified that the railroads have spent an average of nearly \$1 billion a year during the past four years for improvements to roadway and structures and for new or improved equipment. Continuation of this rehabilitation and improvement program is "absolutely essential," he said, "if the railroads are to continue to provide safe, adequate, economical and efficient transportation service upon which the welfare of the nation so greatly depends in times of war and peace. The rehabilitation and improvement program must be financed in large part from earnings or from new capital, and new capital can be raised only if the railroads are earning an adequate return."

Mr. Monroe said the real hope for the railroad industry is in being "dynamic and progressive." This in turn, he said, requires that the best of facilities and service be provided for the public at the lowest possible cost. It also requires, he added, that wages of railroad employees be kept within "reasonable bounds" and that all "unsound make-work rules, interpretations and practices be eliminated."

The Railroad Yardmasters of America

were to be heard by the emergency board immediately after completion of the employees' closing argument in the conductors and trainmen's case. Initial testimony of the yardmasters was expected to be presented on May 11.

All parties to the dispute have agreed to any extension of time necessary for the board to give simultaneous reports on the two cases.

Freight Car Loadings

Loadings of revenue freight in the week ended May 6 totaled 744,040 cars, the Association of American Railroads announced on May 11. This was a decrease of 1,310 cars, or 0.2 per cent, below the previous week, a decline of 24,287 cars, or 3.2 per cent, under the corresponding week last year, and a drop of 136,247 cars, or 15.5 per cent, below the equivalent 1948 week.

Loadings of revenue freight for the week ended April 29 totaled 745,350 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS			
For the week ended Saturday, April 29			
District	1950	1949	1948
Eastern	131,624	143,947	160,888
Allegheny	156,913	170,921	183,375
Pacahontas	62,056	66,005	77,766
Southern	125,369	118,422	145,000
Northwestern	85,229	119,198	129,881
Central Western	117,095	111,376	125,215
Southwestern	59,064	55,575	68,990
Total Western	261,388	286,149	324,086
Districts	745,350	785,444	891,115
Total All Roads	745,350	785,444	891,115
Commodities:			
Grain and grain products	44,037	45,002	38,723
Livestock	9,790	10,962	14,748
Coal	152,474	161,166	204,454
Coke	14,391	14,354	13,403
Forest products	42,399	38,291	44,726
Ore	26,042	71,621	79,037
Merchandise I.C.I.	84,958	93,681	111,454
Miscellaneous	371,259	350,367	384,570
April 29	745,350	785,444	891,115
April 22	722,644	769,347	851,926
April 15	707,272	765,943	784,611
April 8	700,129	757,784	682,934
April 1	720,353	725,623	660,631
Cumulative total			
17 weeks ..	11,002,510	12,034,829	13,036,198

In Canada.—Carloadings for the week ended April 29 totaled 75,148 cars, compared with 71,908 cars for the previous week, and 74,098 cars for the corresponding week last year, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
April 29, 1950	75,148	31,789
April 30, 1949	74,098	31,634
Cumulative totals for Canada:		
April 29, 1950	1,174,270	515,322
April 30, 1949	1,228,907	540,991

Proposes Plan to Make Short Line Cars Earn Per Diem

President J. M. Hood of the American Short Line Railroad Association has proposed that the association's member roads adopt revised car-service rules under which their freight cars could be used for loading interline traffic and thus sent out to earn per diem rentals. As Mr. Hood explained it in a May 5 circular, his proposal contemplates that the association's member roads subscribe to the car service rules which some 50

short lines now have on file with the Interstate Commerce Commission, and that such rules be amended to eliminate the requirement (Rule 1) that "home cars should not be used for the movement of traffic beyond the limits of the home road when the use of other suitable cars under these rules is practicable."

For lines which originate a substantial portion of their traffic, Mr. Hood said, the plan would provide "relatively quick" relief from the present per diem rate of \$1.75 which he called "grossly excessive." Further proceedings before the I.C.C. to reduce the rate "must necessarily be delayed a considerable period of time, and the outcome would be doubtful," he advised, recalling that the commission found in July, 1949, that the \$1.50 rate then in effect was reasonable.

The importance of the rules-revision approach "is that originating lines would then be in a position to acquire and operate cars profitably and thus reduce their present car hire burden," Mr. Hood also said.

Previously, he had explained that many of the association's members "are precluded from loading system cars by reason of the requirements of Car Service Rule 1."

Mr. Hood's presentation to the association's members also included copies of letters he had exchanged with the Equitable Life Assurance Society regarding its recently-announced leasing plan under which railroads may acquire freight cars. This correspondence embodied an expression of Mr. Hood's view that the association's 317 member lines, which now operate a total of about 67,000 freight cars, "could profitably operate about 125,000 additional cars." Meanwhile, Mr. Hood explained that in-

clusion of the Equitable correspondence in his presentation was for information only. "It is understood," he added, "that other insurance companies may make similar offers soon. Lines may acquire cars by outright purchase or by the use of equipment trust or in any other manner they may choose."

How the present Rule 1 precludes many of the association members from loading system cars has been discussed "informally" with members of the I.C.C. and its staff, Mr. Hood also said. He added that the proposed revision had been progressed through the association's Car Service Committee, "which has authorized this communication with 5 members voting 'yes' and one not voting."

The car-service rules involved were filed, with a November 8, 1948, effective date, by subscribing short lines pursuant to the commission's February 10, 1948, order in Docket No. 29669. Mr. Hood's recommendation, as he summarized it, is that the proposed revision, omitting Rule 1, be filed with the commission "for such lines as desire to subscribe," and that "this be done as early as the necessary authorizations can be assembled." Roads subscribing to car service rules of the Association of American Railroads, or which may have filed separate rules of their own, were advised by Mr. Hood of the "necessity of revoking their present filings as of the date we are authorized to file for the rules mentioned herein."

Erie's One-Cent Return Fare Increases Passengers

The Erie on May 1 inaugurated sale of round-trip tickets for the price of a one-way fare, plus one cent for the return, between Port Jervis, N. Y., and intermediate points and New York City. Sold Monday through Friday, the tickets are only for trains arriving at destination after 10 a.m. with return completed before 2 p.m. the following day. Off-peak trains between these points, usually almost empty, have had greatly increased patronage since the plan went into effect but, John H. Dempke, general passenger agent said, "it is impossible to tell as yet how the plan is going to work out for us revenue-wise." Within a few days, he added, the Erie will have sufficient data to determine whether the plan has been an economic success.

C. N. Recapitalization Might Hurt C. P., Mather Says

Any scaling down of the Canadian National's debt and fixed charges, without adequate safeguards, would present a serious threat to the Canadian Pacific's ability to continue to function as a privately owned railway system, W. A. Mather, C. P. president, told the company's stockholders at their 69th annual meeting in Montreal, Que., last week.

The danger lies in part, Mr. Mather said, in the possibility that strong pressure would be exerted to have the C. N.

Western Pacific Plays Host to Entire Staff

Frederic B. Whitman, president of the Western Pacific, invited the entire personnel of the railroad, 5,000 strong, to have dinner with him so that he could personally tell them of his plans for future development of the road, and for security of their jobs. Seventeen separate parties held at various locations along the line brought Mr. Whitman into personal contact with all of his staff between April 18 and 28. Special trains took groups of employees to towns where adequate dining facilities existed, and the railroad's dining cars provided the repast in isolated areas.

The general chairmen of all railroad brotherhoods representing W. P. employees were invited by the president to make the entire trip with him in his special train. When one of them pointed out that daily negotiations under way in San Francisco required their presence, Mr. Whitman ordered another business car added to the train and suggested the negotiations be continued enroute. The invitation was accepted.

used as a "yardstick" in rate-making, and to treat its requirements as being restricted to the amount of its reduced fixed charges plus a small surplus. Further danger, he added, lies in the fact that C. N. recapitalization proposals make no firm commitment for payment by that company of any part of earnings over reduced fixed charges as a return to the government on its investment; in the absence of such a commitment, any C. N. surpluses, by being used for property improvement or debt retirement, place the C. P. "in an even more disadvantageous position."

Fire Destroys L. I. Jamaica Trestle; City May Buy Branch

Early this week fire destroyed an 1,800-ft. stretch of the Jamaica (N. Y.) bay trestle on the Long Island's Rockaway branch. The fire, according to a statement by the road's trustees, "has brought to a head the question of whether or not the trustees can restore or are justified in restoring this route. No definite announcement can be made at this time until further thought and study is given . . . to the very serious problems presented."

Mayor William O'Dwyer of New York has asked Sidney H. Bingham, chairman of the city's board of transportation, to prepare a full report on rapid transit in the borough of Queens including costs, proposed routes, possibilities of using existing roadbeds and L. I. service necessary for communities on the Rockaway peninsula beyond city limits. The survey reportedly implies a possibility that New York might buy the road's Rockaway branch and link it to the city's rapid transit system, a proposal advocated by the L. I. for many years.

Six-Year Limitation Applies In Claims Cases, Court Holds

The U.S. Supreme Court has refused to reconsider a prior determination, made in 1926, involving time limits within which a railroad may bring suit against the government in the Court of Claims. The present action was taken April 11, when the high court denied a government request asking review of a Court of Claims decision in the case of *United States v. Union Pacific*.

At issue in the case was section 16(3) (a) of the Interstate Commerce Act, and the general statute of limitations applying to suits in the Claims court. The former act requires carriers to begin actions involving recovery of charges within two years from the time the cause of action accrues. The Court of Claims statute provides a six-year limitation for bringing claims against the government. In the present case the government contended the Interstate Commerce Act limitation should apply, but the Court of Claims returned a decision in favor of the railroad. The suit had been filed by the U.P. over two years after most of the contested shipments were made.



The St. Louis-San Francisco has just completed its Diesel-electric locomotive shop at Springfield, Mo. The picture was taken in April, while work on the building was still in progress

In asking the Supreme Court to review this judgment, the government said approximately 123 similar claims, amounting to some \$11,423,799, were pending in the Claims court, and if the present ruling were allowed to stand the government would be deprived of its principal defense in these cases. The U.P., opposing further action in the case, said the government was in effect asking the high court to review and reverse a decision made in 1926 in the case of *Southern Pacific v. United States*. That decision, the U.P. said, established that railroads are governed by the six-year limitation, a fact generally recognized in such cases for the past 20 years.

March Employment

Railroad employment increased 2.19 per cent—from 1,123,272 to 1,147,899—from mid-February to mid-March, but the mid-March total was 4.14 per cent below that of March, 1949, according to the preliminary summary prepared by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index of employment, based on the 1935-1939 average as 100, was 115.3 for March, compared with 112.8 in February, and 120.3 in March, 1949.

March employment was above that of the previous month in all groups save that embracing executives, officials, and staff assistants, which was down 0.21 per cent. The increases in the other six groups ranged from 4.18 per cent in the train and engine service group to 0.4 per cent in the "professional, clerical, and general" group. As compared with March, 1949, employment was down in all groups except maintenance of equip-

ment and stores, which was up 0.8 per cent. The decreases ranged from 10.31 per cent in the maintenance of way and structures group to 2.14 per cent in the group embracing executives, officials, and staff assistants.

Denies Rock Island Plea For Signaling Relief

Division 3 of the Interstate Commerce Commission has denied a petition by the Chicago, Rock Island & Pacific which sought modification of the commission's June 17, 1947, order so as to permit operation of certain "Rocket" passenger trains at speeds in excess of 60 m.p.h. and 80 m.p.h. without the prescribed signal systems. The division's adverse report, by Commissioner Patterson, said modification of the 1947 order was not warranted and that operation of trains at the proposed maximum speeds was "not necessary to maintain present train schedules."

The Rock Island petition sought authority to operate at 60 or more m.p.h. between West Liberty, Iowa, and Burlington, 61.4 mi., and between Booneville, Ark., and Amarillo, Tex., 483 mi. The road also asked to be permitted to operate at 80 or more m.p.h. between Farnam, Iowa, and Grinnell, 117 mi.; between Norton, Kan., and Limon, Colo., 213 mi.; between Clear Lake Junction, Iowa, and Des Moines, 117 mi.; between Herington, Kan., and Chickasha, Okla., 265 mi.; and between Pratt, Kan., and Tucumcari, N. Mex., 336 mi. The report by Division 3 said the proposed 60-m.p.h. operations would be without an "adequate automatic or manual block signal system," whereas the 80-m.p.h. op-

erations would be "without an automatic train stop or train control system or an automatic continuously controlled cab signal system."

In testimony offered at hearings, the Rock Island said public demand and connections with other trains are the basis of fixing arrival and departure times for the "Rockets." The road asserted that all the present turn-around time is necessary, and added that if speed reductions were made it would be forced to purchase additional equipment or curtail service. Total cost of such new equipment was estimated at \$9,079,000.

The Railway Labor Executives' Association and individual railroad labor organizations opposed the petition. Locomotive engineers assigned to the runs involved testified that wayside signals were not always clearly discernible because of weather conditions and that curves often materially restricted the view ahead. Witnesses for the Rock Island testified that weather conditions were generally favorable for train operations, and the road pointed out that since inauguration of the first "Rocket" in 1937, the "Rockets" have run more than 27,000,000 mi. without an employee or passenger fatality.

Railroad Hour Summer Show Starts May 29

The "railroad hour," with singing stars Gordon MacRae and Lucille Norman, will change pace on Monday, May 29, when the "summer show train" replaces the weekly musical romances heard during the winter season. The railroad industry's radio program is presented each Monday night over the National Broadcasting Company network.

With Carmen Dragon's orchestra and

Union Pacific Buys G. M. "Train of Tomorrow"

The Union Pacific has confirmed an earlier report that the General Motors' "Train of Tomorrow" was sold "to a western road." U. P. President A. E. Stoddard said that the train has been in the road's Omaha (Neb.) shops for several weeks for complete refurnishing and repainting in the road's streamliner colors.

The four-car train was built by the Pullman-Standard Car Manufacturing Company to specifications drawn up by General Motors. Christened in Chicago in May, 1947, it immediately set out on an exhibition tour of some 70,000 mi., stopping at 182 cities throughout the United States and Canada. During the tour, which included a visit each year to Chicago's Railroad Fair, and which continued until October, 1949, the "astra-domed" train was inspected by over six million persons. Many times that number are said to have seen it, both on exhibition and enroute.

Terms of the sale have not been disclosed, and the U. P. has stated that plans for the train's operation are not definite.

a chorus directed by Norman Luboff supporting the stars, the summer version of the railroad hour will offer light classical and popular music and songs by many of the composers whose operettas and musical comedies have established them as favorites with the railroad show audience. Each program will depict the highlights in the world of entertainment during a particular year, in a "kind of tuneup tour of the past half century," the A.A.R. announcement said. It added, however, that "the show train does not ignore the present, for the programs end on a modern note."

February Accident Statistics

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for February and this year's first two months. The compilation, which is subject to revision, follows:

Item	Month of February 1950	Month of February 1949	2 months ended with February 1950	2 months ended with February 1949
Number of train accidents*	650	829	1,406	1,747
Number of accidents resulting in casualties	35	36	70	82
Number of casualties in train, train-service, non-train accidents:				
Trespassers:				
Killed	60	65	135	139
Injured	58	59	118	126
Passengers on trains:				
(a) In train accidents*				
Killed ..	30	—	30	—
Injured ..	226	7	266	106
(b) In train-service accidents				
Killed ..	2	—	3	3
Injured ..	127	153	337	335
Travelers not on trains:				
Killed	1	—	2	—
Injured	59	84	136	142
Employees on duty:				
Killed	25	37	54	74
Injured	1,522	1,844	3,178	4,181
All other nontrespassers:**				
Killed	137	140	281	282
Injured	516	554	1,016	1,226
Total—All classes of persons:				
Killed	255	242	505	498
Injured	2,508	2,701	5,051	6,116

* Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former caused damage of more than \$250 to railway property in 1948. Beginning January 1, 1949, this minimum was raised to \$275. Only a minor part of the total accidents result in casualties to persons, as noted above.

**Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties for all classes of persons, including both trespassers and nontrespassers, were as follows:

Persons:				
Killed	132	133	261	268
Injured	381	392	741	846

N.Y.-Philadelphia Truckers Get Minimum Rate Order

Division 2 of the Interstate Commerce Commission has issued a minimum-rate order applicable to class and commodity rates of motor common carriers operating between the New York and Philadelphia, Pa., metropolitan areas. The order, which was sought by the Middle Atlantic States Motor Carrier Conference, accompanied the division's report in the No. MC-C-1003 proceeding.

Among findings of the report was one to the effect that the truckers involved were engaged in a "rate war" that was "hampering the establishment of rates which are needed to yield adequate revenues," and that was "causing destructive competitive practices. . . in violation of the national transportation policy. . ." Only the prescription of "minimum reasonable rates" would correct the situation, the division added.

Knudson Assigned To I.C.C. Division 3

Commissioner James K. Knudson, new member of the Interstate Commerce Commission, has been assigned to Division 3, which handles matters relating to safety and service and some rate cases. He succeeds Commissioner Cross, who has been transferred to Division 5, which handles motor carrier matters.

On Division 5, where he will serve with Commissioners Lee and Rogers, Mr. Cross succeeds Commissioner Patterson. The latter remains chairman of Division 3, its third member being Commissioner Johnson. The commission's notice of the changes also said that administrative supervision of the Bureau of Informal Cases will be transferred from Commissioner Lee to Commissioner Knudson; and that bureau will report, through the commissioner in charge, to Division 3 instead of Division 2. To Commissioner Cross is delegated the authority, formerly held by Commissioner Patterson, "to act upon applications for transfer of certificates and permits by common or contract carriers by motor vehicle under section 212(b)."

Standard Time Change

The Interstate Commerce Commission has modified its previous standard-time orders to extend the boundary of the Mountain Time Zone westerly to embrace the entire state of Arizona. The northwestern corner of that state has heretofore been in the Pacific Time Zone.

The commission's decision, by Commissioner Aitchison, was embodied in a 32nd supplemental report in No. 10122, Standard Time Zone Investigation. The modification was requested by the Aitchison, Topeka & Santa Fe.

Advices Senate to Block Plan to Revamp I.C.C.

The Senate committee on expenditures in the executive departments voted May 9 to approve Senate resolution 253 which is designed to block President Truman's proposal to vest in himself the authority to designate the Interstate Commerce Commission's chairman. The President's proposal, known as Reorganization Plan No. 7, would also make the I.C.C. chairman responsible for the "internal administration" of the commission.

Senator Johnson, Democrat of Colorado and chairman of the Senate committee on interstate and foreign commerce, introduced the resolution to block the President's plan. The expenditures

committee vote approving the resolution was 6 to 5.

Meanwhile, on the House side, a similar resolution introduced by representative Crosser, Democrat of Ohio, had previously been disapproved. (See *Railway Age* of April 29, page 67). The House committee on expenditures in the executive departments voted April 25 not to approve the Crosser resolution, and hence not to advise the House to block the I.C.C. reorganization plan.

Reorganization Plan No. 7 was one of several such plans submitted by the President to Congress on March 13. Under the Reorganization Act of 1949 the plans would become effective in 60 days unless the Senate or House passes a resolution disapproving them.

Additional reorganization plans, this time dealing in part with the Reconstruction Finance Corporation, were submitted by the President to Congress May 9. Reorganization Plan No. 24 would transfer the R.F.C. from its present independent-agency status to the Department of Commerce. This plan stated that the R.F.C. "will continue to be administered by its board of directors and officers but subject to the supervision, coordination, and policy guidance of the Secretary of Commerce."

March Truck Traffic

Motor carriers reporting to American Trucking Associations transported in March 3,491,269 tons of freight, an increase of 16.9 per cent above the previous month's total of 2,986,264 tons, and 21 per cent more than the 2,884,307 tons transported in March, 1949. The figures, according to A.T.A., are based on comparable reports from 326 truckers in 40 states.

Canadian National Tells of Winnipeg Flood Battle

The swollen waters of the Red River of the North have moved northward from Minnesota and the Dakotas into Canada, and the crest of the severe spring flood is approaching Winnipeg, Man. (See *Railway Age* of April 29, page 67.) A report from the Canadian National dated May 9, depicting conditions in the Winnipeg area, said in part:

"In Winnipeg, rain fell steadily last night, and prospects are that it will continue for 24 hrs. . . . Norwood and St. Boniface dikes are still holding back 12 ft. of water. Water continues to rise on the Letellier subdivision. . . . Due to heavy rains over Duluth, Winnipeg & Pacific (a C.N. subsidiary) . . . four washouts occurred between Taft (Minn.) and Shaw. . . . A drifting snowstorm occurred on the Wakopa subdivision on Saturday, leaving 2 to 4 ft. of snow in almost all cuts.

"Water level at Winnipeg is now 27.8 ft. and still rising slowly. The pavement at the rear of the 'high line' behind the station at Winnipeg is completely under water. Freight shed operations at East yard will be suspended today on account of trucking becoming increasingly difficult. Arrangements have been made to handle freight elsewhere, and suitable

restrictions and embargoes will be placed where necessary. Sandbag dikes have been provided around Winnipeg station and powerhouse, and it is hoped to save these facilities from damage or service interruption.

"C.N. has 15 coaches set up in a train for immediate movement to any points requiring mass evacuation. . . . An evacuation train with 200 passengers was handled this morning from St. Norbert, (Man.) and another is operating this afternoon. It has been predicted that the river will rise another two ft. at Emerson, so that we can expect two weeks of serious conditions, especially in the greater Winnipeg area."

Faster "Golden State" to Accommodate Twin Cities

A new scheduled running time of 44 hr. 15 min., the fastest in its history, and establishment of a new connecting service to the Twin Cities, are among important changes to be effective May 28 for the "Golden State," Chicago-Los Angeles streamliner of the Chicago, Rock Island & Pacific and the Southern Pacific. Both through coach and sleeping car accommodations will be offered in the new Twin Cities service which will be operated from Minneapolis, Minn., and St. Paul via Kansas City, Mo., on the Rock Island's "Twin Star Rocket."

A complete rearrangement of departure times westward for both the "Golden State" and the "Imperial" will also be effective on that date. The "Golden State" will be advanced from its present late evening departure to 1:20 p.m., and will arrive Los Angeles at 7:35 a.m., second morning. The "Imperial" will have an evening departure from Chicago with second evening arrival in Los Angeles. Changes will be made in the eastward schedules of both trains as well. Through sleeping car service from St. Louis will be adjusted to operate on the Missouri Pacific's "Colorado Eagle," and the New York-Los Angeles sleepers will also be re-arranged.

\$203.7 Million Rivers Bill Passed by Congress

Congress has passed and sent to President Truman an omnibus rivers and harbors and flood control bill authorizing 94 navigation projects expected to cost a total of \$203,723,000. The bill carries no appropriations. The projects it proposes would be added to the backlog of work eligible for future appropriations.

In addition to the navigation projects, the bill would authorize 64 flood-control projects expected to cost a total of \$1,279,870,000. Thus the total work authorized would cost nearly \$1½ billion. Congressional action was completed May 4 when the Senate adopted the conference report reconciling differing Senate and House versions of the bill. The House had taken like action on the previous day.

Largest of the approved navigation projects is proposed work on the Arkansas river and its tributaries at an estimated cost of \$80,000,000. Others in-

clude: Monongahela river, \$29,238,000; Ouachita river, \$21,300,000; Arthur Kill, N. Y. and N. J., \$11,561,000; Tampa Harbor, Fla., \$7,787,000; Galveston Harbor and Channel, Tex., \$5,550,000.

Will Correlate Car Ride With Instrument Readings

A test was made over the Louisville & Nashville on May 10 to correlate the readings of test instruments within a passenger car with the impressions of the passengers on the quality of the ride they are receiving. The equipment used on the test was a Chesapeake & Ohio inspection car to which the A.A.R. had added accelerometers for determining lateral and vertical oscillations. The readings were recorded on a Brush Oscillograph.

Riders in the car numbered about 15, divided between railroad men and representatives of interested manufacturers of passenger cars and equipment. Each of these passengers noted his impression of the degree of objectionability of the ride on each curve. These will later be averaged and compared with the readings for each curve on the oscillograph. The results are expected to make future test instrument readings a more direct measure of passenger discomfort as well as to establish permissible speeds for good riding on curves.

Each passenger recorded his choice of four degrees of lateral swing on each curve—imperceptible, barely perceptible, strongly noticeable or unbearable.

The test car was handled from Cincinnati, Ohio, to Bowling Green, Ky., and return on the "Pan-American."

ORGANIZATIONS

Johnson and Lausche to Address F.R.P. Annual Dinner

Senator Johnson of Colorado, chairman of the Senate interstate and foreign commerce committee, and Governor Lausche of Ohio, will be the principal speakers at the annual Federation for Railway Progress dinner to be held at the Mayflower Hotel, in Washington, D. C., May 18. The gathering will also hear from Harry W. Fraser, chairman of the Railway Labor Executives Association, and E. F. Lacey, executive secretary of the National Industrial Traffic League.

Walter J. Tuohy, president of the Chesapeake & Ohio and member of the federation's executive council, will be toastmaster at the dinner, and Thomas J. Deegan, Jr., F.R.P. president, will present an account of the federation's activities during the last year. Another highlight will be the presentation of the federation's annual awards by Robert R. Young, founder and chairman of the F.R.P.

Over 300 representatives of transportation and industry attended a "Perfect

Shipping" program held in Dayton, Ohio, recently under the sponsorship of the Dayton Chamber of Commerce, in cooperation with the Dayton Transportation Club, the Miami Valley Traffic Club and the Dayton Freight Agents' Association. The program featured an exhibit of packaging methods, slides and motion pictures on damage prevention, and talks by railroad and truck representatives on progress in claim prevention. T. G. Bell, special representative of the Association of American Railroads' Freight Claim Division, was one of the speakers.

Hon. James K. Knudson, member, Interstate Commerce Commission, will address the Metropolitan New York Chapter of the Association of Interstate Commerce Commission Practitioners at a special

meeting on May 16, at 8 p.m., in the Music room of the Hotel Biltmore.

The annual meeting and past presidents' night of the Western Railway Club will be held on May 19, at the Hotel Sherman, Chicago.

The Southwest Shipper's Advisory Board will hold its 27th annual and 84th regular meeting in the Skirvin Hotel, Oklahoma City, Okla., May 24-26. The Southwestern Industrial Traffic League will also meet at the same location on May 24. The Oklahoma City Transportation Club will entertain the board members and guests with a special dinner program at the Biltmore Hotel on May 25, and an invitation has also been extended to the Traffic Club of Tulsa. Donald V. Fraser,

president of the Missouri-Kansas-Texas, will be the principal speaker at this dinner, and he will also speak at the morning session of the board on May 26. Coincident with the meetings, Oklahoma City has designated the week beginning May 22 as "Transportation Week."

The next meeting of the Women's Traffic Club of San Francisco, Cal., will be held on May 18, at the Women's City Club. A short talk will be given by Katherine Hanrahan, research counsel of the Supreme Court of California. Club officers for 1950-51 are: President, Reba Rickman, Union Pacific; vice-president, Helen Routh, California Packing Corporation; secretary, Phyllis Nelson, Bethlehem Pacific Coast Steel Corporation; and treasurer, Florence Cunningham, Overland Freight Transfer Company. Edith Jones, New York Central, past-president of the club, will be chairman of the board.

Selected Income and Balance-Sheet Items of Class I Steam Railways in the United States

Compiled from 128 reports (Form IBS) representing 132 steam railways
(SWITCHING AND TERMINAL COMPANIES NOT INCLUDED)

Income Items	United States For month of January	
	1950	1949
1. Net railway operating income	\$32,761,905	\$33,776,213
2. Other income	18,732,815	18,282,019
3. Total income	51,494,720	52,058,232
4. Miscellaneous deductions from income	3,676,455	3,623,936
5. Income available for fixed charges	47,818,265	48,434,296
6. Fixed charges:		
6-01. Rent for leased roads and equipment	8,527,290	8,107,219
6-02. Interest deductions ¹	24,842,193	24,561,410
6-03. Other deductions	202,187	167,525
6-04. Total fixed charges	33,571,670	32,836,154
7. Income after fixed charges	14,246,595	15,598,142
8. Other deductions	3,230,886	3,153,638
9. Net income	11,015,709	12,444,504
10. Depreciation (Way and structures and Equipment)	34,790,292	32,667,776
11. Amortization of defense projects	1,383,490	1,380,527
12. Federal income taxes	16,706,467	18,445,995
13. Dividend appropriations:		
13-01. On common stock	5,504,169	4,549,767
13-02. On preferred stock	4,046,433	9,672,396
Ratio of Income to fixed charges (Item 5 ÷ 6-04)	1.42	1.48
Selected Expenditures and Asset Items	United States Balance at end of January	
	1950	1949
17. Expenditures (gross) for additions and betterments—Road	\$20,429,977	\$23,389,788
18. Expenditures (gross) for additions and betterments—Equipment	40,036,984	84,799,732
19. Investments in stocks, bonds, etc., other than those of affiliated companies (Total, Account 707)	488,338,602	519,238,926
20. Other unadjusted debits	104,323,956	127,055,680
21. Cash	832,861,445	867,927,006
22. Temporary cash investments	761,679,691	1,056,789,688
23. Special deposits	117,312,693	126,101,112
24. Loans and bills receivable	1,078,026	5,272,289
25. Traffic and car-service balances—Dr.	48,857,017	51,898,098
26. Net balance receivable from agents and conductors	120,749,683	127,000,219
27. Miscellaneous accounts receivable	272,215,751	328,103,521
28. Materials and supplies	726,393,821	864,560,436
29. Interest and dividends receivable	12,224,450	12,838,546
30. Accrued accounts receivable	149,300,308	156,680,740
31. Other current assets	32,236,903	39,363,227
32. Total current assets (items 21 to 31)	3,074,909,788	3,636,534,882
Selected Liability Items	United States	
	1950	1949
40. Funded debt maturing within 6 months ²	\$186,618,536	\$204,477,753
41. Loans and bills payable ³	8,882,740	4,341,352
42. Traffic and car-service balances—Cr.	73,099,649	80,000,510
43. Audited accounts and wages payable	434,580,466	520,946,445
44. Miscellaneous accounts payable	208,286,426	232,755,592
45. Interest matured unpaid	33,811,688	35,570,806
46. Dividends matured unpaid	9,304,636	7,428,550
47. Unmatured interest accrued	82,765,378	81,438,077
48. Unmatured dividends declared	24,277,159	32,325,313
49. Accrued accounts payable	170,728,490	222,782,807
50. Taxes accrued	600,517,894	793,136,665
51. Other current liabilities	176,325,632	80,377,698
52. Total current liabilities (items 41 to 51)	1,722,580,158	2,091,103,815
53. Analysis of taxes accrued:		
53-01. U. S. Government taxes	460,698,550	661,676,520
53-02. Other than U. S. Government taxes	139,819,344	131,460,145
54. Other unadjusted credits	260,263,900	278,335,223

¹ Represents accruals, including the amount in default.

² Includes payments of principal or long-term debt (other than long-term debt in default) which becomes due within six months after close of month of report.

³ Includes obligations which mature not more than one year after date of issue.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

SUPPLY TRADE

Raymond H. Filsinger, Jr., formerly eastern sales representative for the Vanadium Corporation of America, has been appointed sales manager, eastern district, with headquarters as before at 420 Lexington avenue, New York 17. Mr. Filsinger



Raymond H. Filsinger, Jr.

er was graduated from Bard College in 1938 and in 1939 joined the sales department of Vanadium. From 1942 to 1946 he served in the United States Army as captain in the Quartermaster Corps. In the latter year he returned to Vanadium and in 1947 was appointed eastern sales representative.

The Dearborn Chemical Company has announced addition of 12 new representatives to its sales and service staff, assigned to the following territories, with headquarters as indicated: T. Armstrong, west Texas and New Mexico, at Amarillo, Tex.; R. W. Bartlett, New England, at Boston, Mass.; C. P. Blakeley, New Jersey,

at New York; T. Bull, northern California, at San Francisco; J. W. Fisher, eastern Ohio, at Cleveland; R. E. Johnson, northern part of Chicago; W. J. Mercier, southern Wisconsin, at Milwaukee; R. T. Moran, part of Michigan, at Kalamazoo; D. E. Pedginse, northern Indiana, at South Bend, and H. O. Scott, central Ohio, at Dayton. Assigned to Dearborn's technical department in Chicago are V. P. Nobile, as assistant to the manager of the industrial water treatment department, and K. W. Franks, as assistant to the technical director of the railroad department.

J. R. Keach of Cleveland, Ohio, has been appointed general manager of the Quaker Rubber Corporation, Philadelphia, Pa., division of the H. K. Porter Company, Pittsburgh. Mr. Keach, during 25 years



J. R. Keach

in the rubber business, has been purchasing agent for the Ohio Rubber Company, Willoughby, Ohio; general plant manager for the Firestone Industrial Products Company, Akron, Ohio; and directional sales manager for the Hamilton Rubber Corporation, Trenton, N. J.

D. W. Onan & Sons, Inc., Minneapolis, Minn., has appointed the Nelson Equip-

ment Company, Portland, Ore., as Onan distributors in Oregon and several counties in Idaho.

A. G. Edgar, general manager of the Hunt-Spiller Manufacturing Corporation, Boston, Mass., has been elected a vice-president.

Eugene C. Bauer has been elected first vice-president of Poor & Co., Chicago. Mr. Bauer, who has held the position of vice-president of the company, continues as president of the Kensington Steel Company of Chicago, one of the principal subsidiaries of Poor & Co.

Henry S. Haight of the Haight Engineering Company, Charlottesville, Va., has been appointed district sales representative in central Virginia for the Baker Industrial Truck division of the Baker-Raulang Company, Cleveland, Ohio. In this capacity, Mr. Haight will serve as material-handling consultant for Baker truck applications and handle sale of this equipment in his territory. Associated with Mr. Haight are C. Mahanes, service engineer, who will handle Baker truck maintenance in the same territory, and A. C. Traynham, who will act in a sales and consulting capacity in the Richmond, Va., area.

David L. Cushing has joined the Republic Rubber Division, Lee Rubber & Tire Corp., Youngstown, Ohio, as a field engineer. Mr. Cushing will represent the company in Louisiana and parts of Florida, Mississippi and Alabama.

Theodore Mannon has been appointed New York City sales manager of the Dixie Cup Company, Easton, Pa., to replace Albert Smith, who has been appointed sales manager in charge of fountain sales to chain stores.

OBITUARY

Charles L. Fike, for the past three years executive engineer under Gen. Gladeon M. Barnes, vice-president, engineering,

for the Budd Company, died on May 3 at Bryn Mawr, Pa., as the result of an injury sustained in an automobile accident.

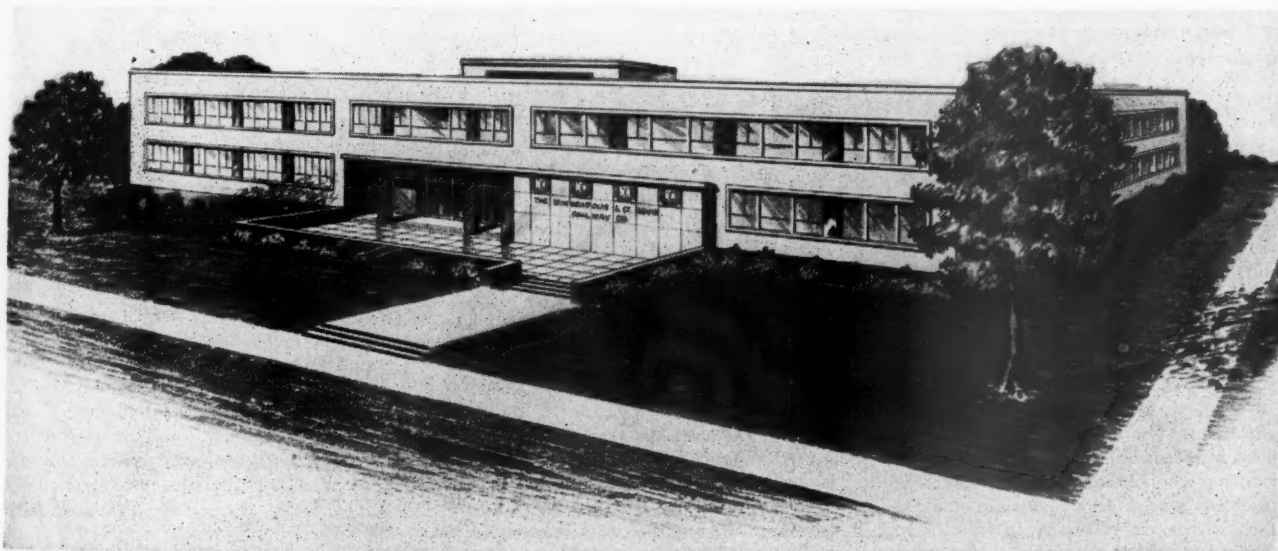
CONSTRUCTION

M. & St. L. Begins Work on New \$1,000,000 Office Building

The Minneapolis & St. Louis has begun construction of its new general office building in Minneapolis, Minn. Costing about \$1,000,000, the new structure will be functional in design and completely modern in equipment. Said to be one of the larger construction projects in Minneapolis within recent years, the building will be devoted entirely to housing offices of the railway. The architect's conception, herewith, shows it to consist of two stories and basement, with foundation and walls built to carry additional floors.

M. & St. L. President Lucian C. Sprague estimates that the building will be completed about February, 1951 when the road will move from present headquarters in the Northwestern Bank building. This move will mark the first time the road has owned its general offices since the 1870's when its staff was housed in a station on Second st., Minneapolis.

The building will be of concrete construction, faced with a polished strip of red Minnesota granite around the base of the walls and with light cream-colored brick above. The raised and railed terrace, fronting on Franklin st., will be 13 ft. wide and 75 ft. long. From this, steps will lead to a recessed front entrance. With an overall height of 43 ft., the building will be U-shaped, and will have nearly 80,000 sq. ft. of floor space. There will be an escalator between the first and second floors. The site of the building is a 250-sq.-ft. plot near the edge of the downtown district. It is planned that a private auto park for employees will be



constructed along the south edge of the site.

John W. Devins, vice-president and general manager, said that materials and equipment produced in Minneapolis and Minnesota will be used extensively throughout the building. Clyde W. Smith of Minneapolis is the architect and the James Leck Company of Minneapolis the general contractor. Planning and construction are under supervision of a building committee consisting of four M. & St. L. department heads: Colin W. Wright, vice-president and general counsel, who is chairman; Mr. Devins; Arthur C. Leake, vice-president, traffic, and George A. Anderson, vice-president and comptroller. When completed, the building will be occupied by about 300 employees, principally in various branches of the accounting department, and in administrative, operating, law and traffic departments.

Atchison, Topeka & Santa Fe.—In connection with its new hump yard under construction at Pueblo, Colo., this road has awarded a contract for a one-story masonry yard office with four-story observation tower to the Martin K. Eby Construction Company, Wichita, Kan.

Detroit, Toledo & Ironton.—Bids are being received by this company for removal of the east 40 ft. of its warehouse in Detroit, Mich., and its replacement with a reinforced concrete block, brick veneer office, at an estimated cost of \$25,000. A contract has been awarded to the Campbell Construction Company, Detroit, to construct a concrete block extension, 306 ft. long, to the railroad company's warehouse, with drainage for this project being handled by the Falcon Plumbing & Heating Co. The estimated total cost of the extension is \$60,000. C. R. Boulton, of Columbus, Ohio, has completed steel piling and concrete work on piers and abutments for a bridge over the Mad river near Springfield, Ohio, to replace a wood pile trestle at that point. The same firm has also completed steel piling and concrete work on piers and abutments for a bridge over the Auglaize river near Uniopolis in a similar wood pile trestle replacement project. The cost of the Mad river bridge is estimated at \$60,000; that of the Auglaize bridge at \$40,000.

Louisville & Nashville.—This company has authorized expenditure of \$332,941 for extension of 17 passing tracks, and \$67,596 for installation of two Diesel service stations. Both projects are a result of the road's recent order for Diesel freight locomotives, and the anticipated operation of longer trains with this new motive power on certain portions of the system. The work will be done almost entirely by company forces.

Northern Pacific.—Construction of a new car wheel shop at Laurel, Mont., by company bridge and building forces, is expected to begin during May. The building will be one story, 60 ft. by 130 ft., of precast concrete block walls on a

concrete foundation. The floor will consist of concrete, creosoted wood blocks and cast iron plates at various locations. The cost, including machine tools, outside storage platform and facilities, is estimated at \$215,000.

EQUIPMENT AND SUPPLIES

FREIGHT CARS

971 Freight Cars Delivered in April

Freight-train cars delivered for domestic use in April totaled 971, including 748 delivered by railroad shops, compared with March deliveries of 1,712 cars, which included 882 delivered by railroad shops, the American Railway Car Institute has announced. April deliveries included 152 box cars, 209 hopper cars, 155 flat cars, 230 gondola cars, 167 refrigerator cars and 58 tank cars.

Freight-train cars ordered last month for domestic service numbered 3,308, all ordered from contract builders, the institute said, compared with March orders for 6,201 cars, including 3,930 ordered from railroad shops. The backlog of cars on order on May 1, the institute added, was 32,857, including 17,668 on order from railroad shops, compared with 30,539 on order on April 1, and 62,369 on order on May 1, 1949.

The Bangor & Aroostook has ordered 300 combination paper and insulated heater cars from the Magor Car Corporation for delivery late next September. An inquiry by this road for 200 box cars was reported in the *Railway Age* of January 14, page 45.

The Kansas City Southern is inquiring for 100 50-ton 50½-ft. automobile cars and 300 50-ton 40½-ft. box cars.

The Missouri-Kansas-Texas is inquiring for 50 or 75 or 100 70-ton hopper cars.

LOCOMOTIVES

The Bessemer & Lake Erie has ordered five 1,500-hp. Diesel-electric road-switching locomotive units from the Baldwin Locomotive Works.

The Central of Georgia has ordered seven Diesel-electric locomotive units costing about \$1,170,000. Two 2,000-hp. passenger and two 1,500-hp. switching units were ordered from the Electro-Motive Division of General Motors Corporation and three 1,500-hp. switching units from the American Locomotive-General Electric Companies. Delivery is expected in July and will increase the road's total of Diesel units in service to 56. The inquiry for this equipment was reported in *Railway Age* of January 28, page 50.

The Chesapeake & Ohio has ordered five 1,200-hp. switching and 16 1,500-hp. road-switching Diesel-electric locomotive units from General Motors Diesels, Ltd., at a total cost, in American funds, of \$3,320,000. The inquiry for the locomotive units, which will be used to Dieselize completely the Canadian division of the Pere Marquette district, was reported in the *Railway Age* of March 25, page 76. The switchers are scheduled for delivery in October and the road-switchers in the first quarter of 1951.

The Maine Central has ordered 13 Diesel-electric locomotive units costing \$1,712,000. The Electro-Motive Division of General Motors Corporation will build eight 1,500-hp. road-switching and three 1,200-hp. switching units. Two 1,000-hp. switching units will be constructed by the American Locomotive-General Electric Companies. Deliveries are expected during August and September.

SIGNALING

The Chicago, Milwaukee, St. Paul & Pacific has ordered from the Union Switch & Signal Co. material to install centralized traffic control on 74.4 mi. of single-track between Green Island, Iowa, and Marion. The 5-ft. style-C control machine will be installed at Marion division headquarters. The order includes, in addition to the code equipment, style H-2 search-light signals, M-22B switch machines, SL-6A switch locks and necessary relays, rectifiers, transformers and housings. Field installation will be handled by railroad forces.

FINANCIAL

Gulf, Mobile & Ohio.—*Trackage Rights into Birmingham, Ala.*—This road has applied to the I.C.C. for approval of a plan whereby it would acquire a new route into Birmingham, Ala. The plan contemplates acquisition of trackage rights over 56.5 mi. of Louisville & Nashville line between Tuscaloosa, Ala., and Birmingham, and the abandonment of operations under trackage rights over 172 mi. of Illinois Central and Southern lines between Ruslor, Miss., and Birmingham. Use of L.&N. terminal facilities at Birmingham and abandonment of operations at Southern facilities there would also be involved.

The proposed new arrangement, like that now in effect, would permit the G.M.&O. to operate only through freight trains over the lines covered by the trackage rights. The plan was laid before the commission in two applications—one seeking authority to acquire the proposed new rights and the other seeking authority to abandon the present arrangement. The G.M.&O. explained that a shift to the L.&N. route would cut 115 mi. off the mileage covered by trackage rights,

thus permitting it to make greater use of its own facilities.

For the rights over the Tuscaloosa-Birmingham line, the G.M.&O. would pay the L.&N. a fixed rental of \$10,416.17 per month, and 1/12 of specified charges to be determined on a user basis. The L.&N. would perform the Birmingham terminal operations on G.M.&O. freight, the latter paying \$1.40 per car for making up or breaking up its trains and \$2.80 per car for switching to team tracks, freight houses, or connecting lines. Other G.M.&O. payments for use of the Birmingham facilities would include \$390 a month, a proportion of the cost of the involved freight-handling operations on a tonnage prorate basis, and a charge for use of L.&N. freight-house facilities and services of its employees.

New York, Chicago & St. Louis.—No Immediate Revamp Plan.—L. L. White, president of the Nickel Plate, said after the May 3 annual meeting of stockholders in Cleveland, Ohio, that there is no immediate prospect of a recapitalization plan for the road, although the matter is still under consideration by a committee of directors. Mr. White also said the possibility of the Nickel Plate leasing the Pittsburgh & West Virginia is "more or less dead."

New York, New Haven & Hartford.—Purchase of B.&P. Debentures.—The Connecticut Railway & Lighting Co., a corporation owning and leasing gas and electric properties in Connecticut, has been permitted by the I.C.C. to intervene in this case to oppose the New Haven's proposed purchase of Boston & Providence debentures. The New Haven is seeking I.C.C. authority to purchase the debentures for \$3,250,000 as of June 30. (See *Railway Age* of April 8, page 63.) The petition by the Connecticut company said the proposed purchase was opposed on the grounds that, "under the circumstances contemplated in the application, such purchase would be detrimental to the interest of the New York, New Haven & Hartford, its common stockholders and your petitioner, would be improper and would not be in the public interest." In asking authority to intervene, the company said it owns 45,893 shares of New Haven common stock, about 12 per cent of all such stock outstanding as of March 13.

St. Louis Southwestern.—Collateral for Promissory Note.—This road has been authorized by the I.C.C. to pledge \$8,437,500 of various issues of bonds as collateral security for a promissory note of \$11,982,250 held by the Southern Pacific. This security will be in lieu of \$20,449,500 of St.L.S. general and refunding mortgage 5 per cent series A bonds that are now pledged under the note. With other bonds and stocks already pledged under the note, the total securities so pledged will amount to \$12,382,431 when the present substitution is consummated.

The commission's report said the road was obtaining release of the series A

bonds in this way in order that they, along with \$8,279,500 held by the public, may be called for redemption July 1. The indenture of the bonds states that the issue can be redeemed only as a whole. The road will call the public-held bonds at 105.

The promissory note held by the S.P. was originally issued in the amount of \$17,882,250 to the Reconstruction Finance Corporation. The S.P. bought in the note from R.F.C. in 1936.

Average Prices Stocks & Bonds

	May 9	Prev. week	Last year
Average price of 20 representative railway stocks	42.58	42.58	38.79
Average price of 20 representative railway bonds	91.26	92.05	86.37

Dividends Declared

New York, Chicago & St. Louis.—6% preferred A (accumulated), \$1.50, payable July 1 to holders of record June 2.
Tennessee, Alabama & Georgia.—25¢, payable June 15 to holders of record May 27.
West Jersey & Seashore.—\$1.50, semiannual, payable June 1 to holders of record May 15.

RAILWAY OFFICERS

EXECUTIVE

W. B. Hill, freight traffic manager of the Bangor & Aroostook, has been appointed vice-president—traffic, with headquarters as before at Bangor, Me. **R. B. Baldwin**, assistant to freight traffic manager, has been appointed assistant to vice-president—traffic.

FINANCIAL, LEGAL & ACCOUNTING

Gene R. Newgard, traveling auditor of the Western Pacific, has been promoted to assistant auditor of disbursements, with headquarters at San Francisco, Cal.

Paul L. Belcourt has been appointed assistant secretary of the Canadian National, its Canadian subsidiaries and Canadian National (West Indies) Steamships, at Montreal, Que. Mr. Belcourt has been assistant secretary of the Royal Commission on Transportation since February, 1949.

Rollin W. Roach has been appointed real estate and tax commissioner of the Chicago, Rock Island & Pacific, with headquarters at Chicago. Mr. Roach was formerly assistant right-of-way and tax agent at Fort Worth, Tex.

OPERATING

James W. Cauley, special representative of the Railway Express Agency, has been promoted to the newly created post of assistant general manager, transportation department, with headquarters as before at New York. Mr. Cauley was

born at Delano, Pa., and entered the express business late in 1904 at Philadelphia, Pa., where he rose to superintendent of transportation. He became special representative at New York on September 15, 1942.

C. Reid, superintendent, British Columbia district, of the Canadian Pacific, at Revelstoke, B. C., has been transferred to the Regina division, with headquarters at Regina, Sask.

Victor B. Gleaves, whose appointment as superintendent of stations of the St. Louis-San Francisco at Springfield, Mo., was reported in the *Railway Age* of May 6, was born at Monett, Mo., on Novem-



Victor B. Gleaves

ber 8, 1906. He attended public grammar and high schools in his home town, and entered railroad service in July, 1924, as secretary to the superintendent of the Frisco at Springfield. From 1926 to 1934, Mr. Gleaves held various secretarial positions at Springfield, and subsequently became secretary to the general manager at that point. He was appointed transportation inspector in 1937, and two years later was advanced to assistant superintendent at Tulsa, Okla. He returned to Springfield in February, 1942, as assistant superintendent transportation, becoming assistant general superintendent transportation at that point in January, 1948, which position he held prior to his recent appointment.

TRAFFIC

W. R. Hanna, general agent of the Missouri Pacific Lines at Chattanooga, Tenn., has been advanced to assistant general freight agent at New Orleans, La., succeeding **H. J. Johnson**, who has resigned. **E. E. Roethemeier** succeeds Mr. Hanna.

Gerald Hiam, freight traffic manager of the Canadian Pacific in charge of sales and service, has been appointed general freight traffic manager, with headquarters as before at Montreal, Que. **F. K. Hollyman**, assistant freight traffic manager, has been appointed assistant general freight traffic manager, also with

headquarters as before at Montreal. **Aitkin Walker**, assistant freight traffic manager, has been appointed freight traffic manager, with headquarters as before at Toronto, having supervision over the Eastern region. **A. M. Shields**, general freight agent at Toronto, Ont., has been appointed assistant freight traffic manager



Gerald Hiam

at Montreal. **F. A. Duff**, division freight agent at Winnipeg, Man., has been appointed general freight agent at Toronto.

Mr. Hiam was born at Montreal on December 14, 1888, and entered railroad service in June, 1904, in the freight traffic department of the C.P. at Montreal. From April, 1907, to January, 1908, he was with the Canadian Northern (now Canadian National) in its engineering department at Montreal, then served for five months in the general manager's office of the Cuba Railroad at Camaguey, Cuba. In July, 1908, Mr. Hiam returned to the Canadian Northern in the superintendent's office at Toronto. He rejoined



F. K. Hollyman

the C.P. in September, 1908, in the freight traffic department at Montreal, becoming traveling freight agent at Toronto in January, 1914, and district freight agent at Fort William, Ont., six months later. He was in active service with the Canadian Expeditionary Forces from June, 1915, to February, 1919, returning to the C.P. in March, 1919, as district

freight agent at Cleveland, Ohio. Mr. Hiam was appointed division freight agent at St. John, N. B., in September, 1926; assistant general freight agent at Montreal in December, 1928, and assistant freight traffic manager at Montreal in June, 1930. He became freight traffic manager in charge of service on March 1, 1948, with system-wide jurisdiction in the U.S. and Canada over solicitation and handling of freight.

Mr. Hollyman entered the service of the C. P. in 1917 at Toronto. He was district freight agent at London, Ont., from 1945 to 1947 and in 1948 was named general freight agent at Toronto. In August, 1949, Mr. Hollyman became assistant freight traffic manager at Montreal, with jurisdiction over the Quebec and New Brunswick districts and the eastern seaboard of the U.S.

Mr. Walker was born at Glasgow, Scotland, on August 23, 1885. He attended elementary and high school and business college in Glasgow and took a course in



Aitkin Walker

railway law at Glasgow Atheneum. Mr. Walker entered railroad service on October 3, 1898, as junior clerk with the Glasgow, Barrhead & Kilmarnock Junction, serving until April, 1904, in various clerical positions in the passenger traffic department. From May, 1904, to April, 1911, Mr. Walker served as clerk and in various clerical positions in the office of the superintendent of the Glasgow & South Western. He entered the service of the C.P. on May 8, 1911, as clerk in the office of the auditor of stores and mechanical accounts at Winnipeg, Man. After serving in various other capacities, Mr. Walker became assistant general freight agent on September 1, 1926. He was appointed general freight agent at Montreal on June 1, 1930, transferring to Toronto on January 1, 1934. On March 1, 1948, he was appointed assistant freight traffic manager at Toronto.

Mr. Shields joined the freight department of the C.P. at Winnipeg, in 1917 and subsequently held positions at Regina, Sask., and Moose Jaw; Nelson, B. C.; Edmonton, Alta.; and Vancouver, B. C., before returning to Winnipeg in 1946 as division freight agent. He was

appointed general freight agent there in 1948 and last year transferred to Toronto.

Mr. Duff joined the C.P. in 1916 at Fairville, N. B., and worked in various positions in and around St. John, until 1940, when he was appointed district freight agent at Ottawa, Ont. Five years later he transferred to Hamilton, Ont., and in 1948 became division freight agent at Winnipeg.

G. R. Nolan, general agent of the Grand Trunk Western (part of the Canadian National) at Memphis, Tenn., has been transferred in the same capacity to Cincinnati, Ohio, succeeding **J. M. Frank**, transferred as general agent to Philadelphia, Pa. Mr. Frank succeeds **L. B. Freeman**, appointed assistant to freight traffic manager at Chicago, as reported in the *Railway Age* of March 18.

M. A. Smith, assistant general freight agent of the Chicago & Eastern Illinois, at Chicago, has been promoted to general freight agent at that point, succeeding **J. J. Van Burk**, whose retirement was reported in the *Railway Age* of April 15.

Mr. Smith was born on December 21, 1887, at Waukegan, Ill., and entered service with the C. & E. I. in August, 1902. He was subsequently appointed rate clerk, and in 1911 joined the American Creosoting Company. In 1913 he returned to the C. & E. I., and served as division and rate clerk until 1927, when he was made chief of the tariff bureau. Mr. Smith became assistant general freight agent in October, 1946.

Samuel E. Corbin, general agent of the Canadian Pacific at San Francisco, Cal., has retired after 34 years of service. He is succeeded by **William E. Travis**, who has held a senior position in the road's Los Angeles (Cal.) office since 1938.

R. L. Lanigan has been appointed assistant general freight agent of the Gulf, Mobile & Ohio, at Mobile, Ala.

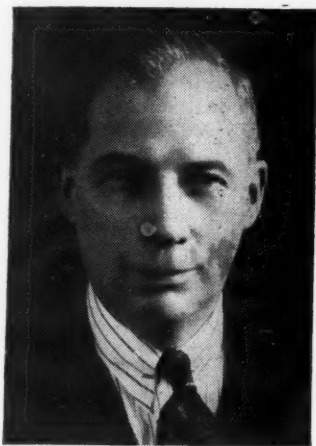
Paul T. Healy, general freight agent of the Western Maryland, at Pittsburgh, Pa., has been appointed freight traffic manager at Baltimore, Md. **Clifford C. Bruck** has been appointed assistant to freight traffic manager at Baltimore. **Arthur E. Bourne**, general agent at Cleveland, Ohio, succeeds Mr. Healy and is succeeded by **Harry J. Bergmann**, general agent at Cincinnati, Ohio. **O. Daniel Dreyer**, commercial freight agent at Reading, Pa., has been appointed general agent at Cincinnati.

George H. Brimmer, general freight agent of the Bangor & Aroostook at Bangor, Me., has been appointed freight traffic manager.

O. A. Trudeau, assistant passenger traffic manager of the Canadian National, has been appointed assistant general passenger traffic manager, with headquarters as before at Montreal, Que. **M. E. Doke**, general passenger agent at Montreal, has been appointed passenger traffic manager, Central region, at Toronto, Ont., succeeding **Arthur M. Kirk**, whose death

was reported in the *Railway Age* of April 8. **J. S. McDonald**, general tourist agent at Montreal, succeeds Mr. Doke.

Mr. Trudeau was born at Waterloo, Que., in October, 1888, and was educated at St. Bernadin College and Waterloo Academy. He joined the Grand Trunk (C.N.) in 1906 as a clerk in the passenger auditor department at Montreal and served successively as advertising clerk, chief clerk and special representative. In



O. A. Trudeau

1935 he was promoted to district passenger agent, becoming general passenger agent of the Central region in 1942. Mr. Trudeau was appointed assistant passenger traffic manager in 1947.

Mr. Doke was born at Chesley, Ont., in April, 1901, and began his service with the C.N. at Radville, Sask., working during the summer as night checker. Beginning in 1918 he filled clerical positions in the passenger auditor offices at Winnipeg, Man., Toronto and Montreal. In



M. E. Doke

1930 he transferred to the tourist and convention bureau as chief clerk and in 1935 became city passenger agent. He was appointed general agent in 1940 and two years later was named tourist and convention agent, becoming general passenger agent in 1944.

Mr. McDonald was born at Toronto in 1898. He served with a field artillery

battery in World War I, and following demobilization in 1919 entered the advertising bureau of the C.N. as a clerk. A few months later he transferred to the tourist bureau, and in 1923 became chief clerk at Montreal. In 1938 he was appointed tourist representative and in 1942, general agent. Mr. McDonald was promoted to assistant to manager, passenger service bureau, in 1943 and in 1946 was appointed general tourist agent.

Norman F. Cowie, division freight agent of the Quebec district of the Canadian Pacific at Montreal, Que., has been transferred to the Manitoba district at Winnipeg, Man., to succeed **F. A. Duff**, who has been appointed general freight agent at Toronto, Ont. **W. S. Gourley**, district freight agent at Ottawa, Ont., succeeds Mr. Cowie at Montreal and is succeeded by **E. J. Wood**, city freight agent at Montreal.

MECHANICAL

W. H. Gimson, superintendent of motive power, St. Louis-San Francisco, and **P. F. Spangler** and **F. G. Baker**, both assistant superintendents of motive power, have been appointed also to similar posts with the Alabama, Tennessee & Northern (part of the Frisco). Their headquarters remain as before at Springfield, Mo.

J. H. Whipple, Jr., assistant superintendent of Diesel equipment of the Denver & Rio Grande Western at Denver, Colo., has been appointed general mechanical inspector of the Chicago, Rock Island & Pacific.

L. S. Kurfess, supervisor car repairs of the Erie, has been appointed assistant superintendent car department, with headquarters as before at Cleveland, Ohio. **L. E. Schuette**, shop superintendent of the Eastern district, has been appointed supervisor car repairs, with jurisdiction over the entire system and headquarters as before at Susquehanna, Pa. **C. N. Swartwood**, supervisor car repairs at Jersey City, N. J., has been appointed shop superintendent at Dunmore, Pa., succeeding **J. B. Harmon**, transferred. **L. H. Creighton** has been appointed shop superintendent at Susquehanna, succeeding Mr. Schuette. The positions of supervisor car repairs, Eastern and Western districts, have been abolished.

ENGINEERING & SIGNALING

E. B. Crane, assistant chief engineer, Lines West, of the Chicago, Milwaukee, St. Paul & Pacific, at Seattle, Wash., has retired. Mr. Crane was born at Dexter, Iowa, on March 15, 1882, and received his higher education at the University of Iowa. He started his railroad career in 1904 as a draftsman with the Chicago, Burlington & Quincy at Chicago, and later held similar posts with the Inter-Urban (now Des Moines & Central Iowa) and Des Moines City (a transit property) at Des Moines, Iowa. In 1905 he joined

the Milwaukee as an instrumentman at the Seattle terminals, subsequently holding the positions successively of resident engineer at Sumner, Wash., terminal engineer at Tacoma, Wash., assistant engineer, construction and maintenance, on the Coast division, and assistant engineer maintenance of way, Lines West, at Avery, Idaho. In 1915 he became pilot engineer in the valuation department, and the following year was made assistant engineer, valuation department, at Chicago, being appointed assistant valuation engineer at that point in 1918. From 1920 to 1922 Mr. Crane served as engineer auditor at Chicago. He was later transferred to Seattle as principal assistant engineer, and in 1947 was promoted to assistant chief engineer, Lines West, there.

OBITUARY

Walter V. Wilson, former comptroller of the Chicago, Milwaukee, St. Paul & Pacific at Chicago, who retired in December, 1944, died on May 1 in the Evanston (Ill.) Hospital at the age of 76.

Harold T. Malcolmson, president, general manager and director of the Toronto, Hamilton & Buffalo at Hamilton, Ont., died in a hospital there on May 6, at the age of 72. Mr. Malcolmson was born at Hamilton on May 22, 1877, and entered railway service in 1899 as a stenographer in the superintendent's office of the Grand Trunk (Canadian National) at Toronto, Ont. He joined the T.H.&B. in 1899 as a clerk in the general superintendent's office and served successively as chief clerk, car accountant, superintendent of car service, superintendent, general manager, and vice-president and general manager. He became president, general manager and director in 1944.

C. C. Gray, freight traffic manager of the Western Maryland at Baltimore, Md., died on April 25. Mr. Gray was born in Knox county, Ill., on March 13, 1892, and received his education in the elementary schools of Baltimore, Baltimore City College and the University of Pittsburgh (transportation course). He began his business career in 1909 as clerk in the executive offices of the United Railways & Electric Co., Baltimore, in which capacity he served until 1911, when he joined the Erie. After serving the latter road as stenographer, chief clerk and traveling freight agent, successively, at Baltimore, he saw service with the Aviation Section, Signal Corps, U. S. Army, during World War I. On February 1, 1920, Mr. Gray went with the W. M. as traveling freight agent at Baltimore and subsequently served as commercial freight agent at Minneapolis, Minn.; division freight agent at Hagerstown, Md.; assistant general freight agent at Pittsburgh, Pa.; general freight agent at Pittsburgh; assistant freight traffic manager at Baltimore and freight traffic manager at Baltimore, holding the latter position from December 1, 1939, until his death.

Freight Operating Statistics of Large Steam Railways — Selected

Region, Road and Year		Locomotive Miles				Car Miles		Ton-Miles (thousands)		Road-locs. on lines					
		Miles of road operated	Train-miles	Principal and helper	Light	Loaded (thousands)	Per cent loaded	Gross excl. locos. & tenders	Net rev. and non-rev.	Serviceable		B.O.	Per Cent B.O.		
New England Region	Boston & Maine.....	1950	1,701	239,825	246,355	11,190	8,761	69.7	534,376	217,129	91	8	10	9.2	
	1949	1,746	268,613	277,189	11,376	9,750	68.0	619,274	255,307	102	9	12	9.8		
	N. Y., N. H. & Hfd.....	1950	1,772	244,531	245,170	26,918	9,697	68.1	578,033	241,254	116	7	17	12.1	
	1949	1,774	260,345	261,863	18,992	10,546	70.5	628,868	278,016	122	15	19	12.2		
Great Lakes Region	Delaware & Hudson.....	1950	794	188,718	215,624	22,785	7,800	68.3	513,368	250,597	131	62	23	10.6	
	1949	794	242,615	291,784	32,772	10,630	66.2	757,511	387,438	122	45	22	11.6		
	Del., Lack. & Western.....	1950	965	209,362	225,998	20,157	9,451	69.5	595,442	257,642	74	18	24	20.7	
	1949	967	247,082	279,013	29,098	10,769	67.5	718,328	325,456	93	37	15	10.3		
	Erie.....	1950	2,231	478,966	489,839	30,818	26,040	70.0	1,564,961	633,894	141	75	54	20.0	
	1949	2,229	549,220	569,430	41,941	28,348	67.6	1,803,182	764,259	192	89	62	18.1		
	Grand Trunk Western.....	1950	971	185,875	191,608	2,317	7,041	66.4	449,784	182,165	70	1	10	12.3	
	1949	971	215,064	219,339	2,249	7,085	66.4	454,572	192,868	56	9	6	8.5		
	Lehigh Valley.....	1950	1,239	193,485	202,311	17,033	9,212	70.2	590,257	269,337	53	7	36	37.5	
	1949	1,239	230,979	247,734	24,222	10,497	68.6	707,693	333,762	70	16	23	21.1		
	New York Central.....	1950	10,691	2,214,133	2,332,135	143,345	82,441	63.6	5,425,428	2,332,004	864	183	446	29.9	
	1949	10,689	2,894,219	3,097,925	189,301	99,931	61.5	7,045,273	3,204,614	993	143	354	23.8		
Central Eastern Region	New York, Chic. & St. L.....	1950	1,262	551,133	572,726	7,025	22,791	66.1	1,512,646	614,019	175	25	72	26.5	
	1949	2,162	722,079	739,094	7,228	25,055	64.3	1,761,011	803,733	199	17	46	17.6		
	Pitts. & Lake Erie.....	1950	221	49,262	50,728	.....	1,750	60.8	147,459	81,980	26	5	23	42.6
	1949	221	90,339	92,287	97	3,452	62.8	296,702	171,840	34	3	14	27.5		
	Wabash.....	1950	2,381	508,922	518,226	8,936	19,166	67.7	1,208,064	485,900	142	10	54	26.2	
	1949	2,381	573,110	586,698	12,251	19,151	67.6	1,254,408	541,488	154	7	41	20.3		
	Baltimore & Ohio.....	1950	6,086	1,207,368	1,449,474	147,072	44,034	64.6	3,033,734	1,353,271	584	152	306	29.4	
	1949	6,086	1,634,414	1,974,844	213,685	56,929	61.9	4,266,176	2,069,775	759	132	240	21.2		
	Central of New Jersey.....	1950	411	53,441	53,982	3,635	1,918	64.3	136,842	66,811	30	8	10	20.8	
	1949	415	60,740	60,964	3,946	2,318	65.8	171,032	89,264	33	5	10	20.8		
	Central of Pennsylvania.....	1950	212	49,188	53,627	7,130	1,869	64.3	133,257	65,876	24	8	18	36.0	
	1949	212	67,443	72,237	8,631	2,426	65.1	180,809	95,080	34	8	18	30.0		
Southern Region	Chicago & Eastern Ill.....	1950	906	115,905	116,283	2,155	3,912	68.3	255,298	120,844	27	.....	14	19.7
	1949	909	126,067	126,549	3,796	4,512	65.0	315,843	151,968	38	19	4	10.0		
	Elgin, Joliet & Eastern.....	1950	238	80,645	81,067	.....	2,718	65.6	205,555	108,616	36	.....	4	10.0
	1949	238	93,690	95,637	129	3,293	64.3	258,225	138,134	43	4	.....	.....
	Pennsylvania System.....	1950	10,009	2,254,559	2,441,722	262,319	93,649	65.9	6,124,473	2,703,799	1,128	70	504	29.6	
	1949	10,039	3,082,327	3,427,335	406,248	116,291	61.7	8,459,925	4,019,881	1,515	147	264	13.7		
	Reading.....	1950	1,315	257,388	268,627	23,913	8,849	64.1	648,177	322,730	150	48	46	18.9	
	1949	1,324	360,176	376,244	28,743	12,948	61.8	1,035,749	551,332	191	18	31	12.9		
	Western Maryland.....	1950	837	102,014	113,224	12,338	3,422	66.2	251,386	130,549	97	67	19	10.4	
	1949	837	179,417	226,330	34,204	6,746	61.4	563,750	310,677	147	11	15	8.7		
	Northwestern Region	Chesapeake & Ohio.....	1950	5,044	810,856	849,485	29,009	29,844	61.3	2,195,958	1,089,448	404	178	156	21.1
		1949	5,026	1,326,608	1,427,921	61,816	53,949	57.0	4,542,694	2,486,582	565	49	121	16.5	
Norfolk & Western.....		1950	2,107	364,366	386,602	26,300	15,889	64.5	1,164,376	581,329	159	113	63	18.8	
1949		2,107	679,204	723,461	54,217	30,903	57.2	2,732,955	1,478,407	262	40	20	6.2		
Atlantic Coast Line.....		1950	5,509	778,884	786,874	12,353	21,608	60.0	1,508,767	643,974	325	13	62	15.5	
1949		5,543	865,121	880,036	12,945	22,209	60.0	1,531,683	648,101	348	12	96	21.1		
Central of Georgia.....		1950	1,783	232,460	240,174	4,149	6,562	71.5	442,366	194,513	94	5	13	11.6	
1949		1,783	258,343	260,397	3,937	6,413	70.9	422,534	197,406	95	2	8	7.6		
Gulf, Mobile & Ohio.....		1950	2,854	290,765	290,765	247	13,116	72.4	833,621	391,908	63	4	3	4.3	
1949		2,854	299,994	300,142	784	13,516	71.7	889,286	429,642	102	11	4	3.4		
Illinois Central.....		1950	6,543	1,176,038	1,179,455	41,669	42,712	64.0	3,004,849	1,361,181	527	9	112	17.3	
1949		6,552	1,355,582	1,360,661	47,997	46,220	62.3	3,303,192	1,554,311	551	17	83	12.7		
Southwestern Region	Louisville & Nashville.....	1950	4,770	1,323,063	1,366,138	24,778	25,169	64.6	1,740,468	863,666	299	73	105	22.0	
	1949	4,765	1,199,595	1,294,139	32,684	30,767	61.8	2,257,218	1,147,426	367	32	73	15.5		
	Nash., Chatt. & St. Louis.....	1950	1,049	179,542	182,572	3,502	6,853	73.2	333,883	149,687	63	.....	3	4.5
	1949	1,051	207,696	210,787	6,065	5,657	72.8	358,723	166,214	75	.....	1	13.2	
	Seaboard Air Line.....	1950	4,136	653,329	673,439	5,702	21,568	62.8	1,533,435	661,314	267	24	23	7.3	
	1949	4,142	737,960	782,736	10,558	21,579	62.3	1,526,019	657,738	276	3	47	14.4		
	Southern.....	1950	6,320	1,041,102	1,050,711	9,776	34,280	67.2	2,145,390	915,544	413	64	154	24.4	
	1949	6,381	1,248,361	1,258,249	16,958	35,939	64.4	2,368,204	1,021,422	441	72	127	19.8		
	Chicago & North Western.....	1950	8,072	714,353	733,826	18,621	24,161	65.5	1,647,968	712,750	250	53	171	36.1	
	1949	8,073	916,351	962,684	29,346	26,439	65.0	1,841,795	806,390	366	15	94	19.8		
	Chicago Great Western.....	1950	1,445	151,625	151,970	11,532	8,098	65.8	533,934	227,158	35	.....	11	23.9
	1949	1,445	171,904	173,080	9,430	8,083	65.7	539,899	234,592	53	.....	11	17.2	
Central Western Region	Chic., Milw., St. P. & Pac.....	1950	10,663	1,043,570	1,091,644	47,193	37,433	67.4	2,461,567	1,090,925	423	78	84	14.4	
	1949	10,663	1,321,118	1,394,387	56,054	41,340	65.3	2,821,371	1,272,534	493	25	86	14.2		
	Chic., St. P., Minn. & Omaha.....	1950	1,606	185,400	193,443	10,193	5,038	65.5	350,426	152,728	64	2	44	40.0	
	1949	1,606	205,845	217,923	13,406	5,006	64.4	353,889	156,641	81	1	33	28.7		
	Duluth, Missabe & Iron Range.....	1950	564	30,465	30,669	480	453	53.4	34,075	15,275	24	18	16	27.6	
	1949	575	33,901	34,277	732	593	53.4	43,632	19,944	17	10	21	43.8		
	Great Northern.....	1950	8,221	1,034,100	1,037,214	54,293	33,585	61.0	2,431,247	1,042,444	316	73	63	13.9	
	1949	8,222	943,544	949,384	43,829	30,740	68.2	2,077,852	941,704	340	42	57	13.0		
	Minneap., St. P. & S. St. M.....	1950	4,179	335,508	341,817	6,108	10,565	66.9	686,913	315,447	99	.....	21	17.5
	1949	4,179	347,929	357,021	7,365	10,181	66.4	671,089	309,395	119	.....	18	13.1	
	Northern Pacific.....	1950	6,593	739,425	781,641	49,039	25,055	66.6	1,815,248	821,165	325	18	66	16.1	
	1949	6,593	748,138	791,681	52,355	27,322	71.2	1,847,874	881,481	345	15	52	12.6		
Southwestern Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.).....	1950	13,073	1,891,341	1,976,017	55,714	77,602	67.8	5,059,242	2,044,577	516	259	117	13.1	
	1949	13,103	2,												

Items for the Month of February 1950 Compared with February 1949

Region, Road and Year		Freight cars on line			Per Cent B.O.	G.t.m. per train-hr. excl. locos. and tenders	G.t.m. per train-mi. excl. locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day	
		Home	Foreign	Total											
New Eng. Region	Boston & Maine.....	1950	1,912	9,241	11,153	4.9	34,829	2,232	907	24.8	714	41.4	4,559	15.6	89.4
	1949	2,316	8,203	10,519	2.6	37,699	2,311	953	26.2	890	50.0	5,222	16.4	92.5	
	N. Y., N. H. & Htd.	1950	2,073	17,593	19,666	2.2	33,968	2,368	988	24.9	441	26.0	4,862	14.4	79.7
	1949	2,219	16,535	18,754	1.7	35,062	2,421	1,070	26.4	530	28.5	5,597	14.5	70.9	
Great Lakes Region	Delaware & Hudson.....	1950	5,326	3,962	9,288	6.1	46,982	2,733	1,334	32.1	919	41.9	11,272	17.3	43.1
	1949	5,667	5,461	11,128	5.2	58,667	3,140	1,606	36.4	1,208	50.1	17,427	18.8	64.7	
	Del., Lack. & Western.....	1950	7,684	7,525	15,209	11.9	42,980	2,893	1,252	27.3	595	31.4	9,535	15.1	83.9
	1949	7,374	9,087	16,461	5.7	45,149	2,951	1,337	30.2	691	33.9	12,020	15.5	83.3	
	Erie.....	1950	13,861	14,043	27,904	8.7	54,084	3,294	1,334	24.3	802	47.0	10,147	16.6	76.8
	1949	10,976	16,089	27,065	5.9	54,241	3,304	1,400	27.0	1,010	55.4	12,245	16.5	69.7	
	Grand Trunk Western.....	1950	4,570	8,344	12,914	9.4	44,244	2,433	985	25.9	483	28.1	6,700	18.3	94.0
	1949	4,998	7,164	12,162	9.3	41,888	2,125	902	27.2	545	30.1	7,094	19.8	122.9	
	Lehigh Valley.....	1950	8,946	7,109	16,055	12.6	59,120	3,105	1,417	29.2	589	28.7	7,764	19.4	87.7
	1949	9,525	8,455	17,980	13.5	57,049	3,118	1,471	31.8	634	29.1	9,621	18.6	92.1	
	New York Central.....	1950	73,664	74,623	148,287	9.6	40,264	2,482	1,067	28.3	551	30.7	7,790	16.4	67.5
	1949	69,824	80,543	150,367	5.3	40,498	2,467	1,122	32.1	738	37.4	10,707	16.6	86.6	
Central Eastern Region	New York, Chic. & St. L.	1950	8,880	14,066	22,946	4.2	49,761	2,788	1,132	26.9	920	51.7	10,143	18.1	81.3
	1949	10,023	16,011	26,034	2.6	41,899	2,457	1,121	32.1	1,135	55.0	13,277	17.2	109.3	
	Pitts. & Lake Erie.....	1950	8,891	9,852	18,743	15.0	42,131	3,001	1,668	46.8	166	5.8	13,248	14.1	38.3
	1949	6,227	9,903	16,130	6.6	50,136	3,288	1,904	49.8	378	12.1	27,770	15.3	72.1	
	Wabash.....	1950	7,790	10,524	18,314	3.6	49,856	2,399	965	25.4	883	51.5	7,288	21.0	95.3
	1949	7,502	11,593	19,095	4.0	44,953	2,205	952	28.3	1,008	52.8	8,122	20.5	111.1	
	Baltimore & Ohio.....	1950	60,576	29,555	90,131	14.4	37,002	2,558	1,141	30.7	538	27.1	7,941	14.7	55.8
	1949	57,994	34,588	92,582	8.0	35,006	2,656	1,289	36.4	807	35.9	12,146	13.4	72.2	
	Central of New Jersey.....	1950	948	7,118	8,066	10.4	33,319	2,637	1,287	34.8	282	12.6	5,806	13.0	66.7
	1949	1,046	8,987	10,033	5.7	39,354	2,935	1,532	38.5	324	12.8	7,682	14.0	70.3	
	Central of Pennsylvania.....	1950	2,093	2,368	4,461	16.0	39,719	2,908	1,437	35.2	533	23.5	11,098	14.7	51.2
	1949	2,368	2,729	5,097	8.5	39,530	2,856	1,502	39.2	674	26.4	16,018	14.7	57.4	
Southern Region	Chicago & Eastern Ill.....	1950	3,189	3,201	6,390	8.0	41,845	2,208	1,045	30.9	678	32.1	4,764	19.0	147.5
	1949	2,787	3,516	6,303	7.1	42,384	2,507	1,206	33.7	931	42.5	5,971	16.9	70.1	
	Elgin, Joliet & Eastern.....	1950	7,729	8,533	16,262	3.3	21,288	2,638	1,394	40.0	234	8.9	16,299	8.4	95.2
	1949	6,900	11,856	18,756	1.9	16,433	2,949	1,577	41.9	271	10.1	20,728	6.0	116.5	
	Pennsylvania System.....	1950	123,269	80,789	204,058	18.7	42,471	2,794	1,233	28.9	470	24.7	9,648	15.6	61.6
	1949	141,346	92,206	233,552	8.8	40,185	2,827	1,343	34.6	611	28.6	14,301	14.6	76.9	
	Reading.....	1950	16,415	13,219	29,634	9.6	30,248	2,523	1,256	36.5	380	16.2	8,765	12.0	53.4
	1949	16,452	17,275	33,727	5.3	38,111	2,877	1,532	42.6	585	22.2	14,872	13.3	69.8	
	Western Maryland.....	1950	8,087	2,271	10,358	1.4	34,963	2,491	1,294	38.1	446	17.6	5,570	14.2	26.9
	1949	6,491	3,445	9,936	1.1	41,781	3,180	1,752	46.1	1,156	40.9	13,256	13.3	57.8	
	Chesapeake & Ohio.....	1950	65,958	22,766	88,724	6.6	46,314	2,721	1,350	36.5	465	20.8	7,714	17.1	45.8
	1949	59,691	20,839	80,530	2.8	54,795	3,456	1,892	46.1	1,125	42.8	17,669	16.0	79.0	
Northwestern Region	Norfolk & Western.....	1950	43,635	6,573	50,208	3.7	54,117	3,224	1,610	36.6	435	18.4	9,854	16.9	48.9
	1949	37,123	6,385	43,508	5.0	66,331	4,080	2,207	47.8	1,244	45.5	25,059	16.5	92.4	
	Atlantic Coast Line.....	1950	14,947	15,111	30,058	5.2	30,020	1,945	830	29.8	753	42.1	4,175	15.5	77.7
	1949	11,832	16,208	28,040	3.3	29,802	1,776	751	29.2	816	46.6	4,176	16.8	77.2	
	Central of Georgia.....	1950	3,569	5,202	8,771	8.6	31,968	1,821	839	29.6	803	37.9	3,896	17.6	84.3
	1949	3,037	5,206	8,243	8.6	29,733	1,639	766	30.8	833	38.1	3,954	18.2	93.1	
	Gulf, Mobile & Ohio.....	1950	5,287	8,473	13,760	3.1	58,631	2,875	1,351	29.9	989	45.7	4,904	20.5	157.5
	1949	3,930	9,828	13,758	2.2	55,685	2,976	1,438	31.8	1,086	47.7	5,376	18.8	95.6	
	Illinois Central.....	1950	28,103	26,873	54,976	2.1	44,043	2,585	1,171	31.9	904	44.4	7,430	17.2	72.0
	1949	23,300	29,143	52,443	2.5	43,767	2,468	1,161	33.6	1,044	49.8	8,472	18.0	82.2	
	Louisville & Nashville.....	1950	42,644	11,925	54,569	8.6	30,313	1,893	939	34.3	568	25.6	6,467	16.1	80.3
	1949	39,262	13,032	52,294	3.7	30,482	1,887	959	37.3	794	34.4	8,600	16.2	104.5	
Southwestern Region	Nash., Chatt. & St. Louis.....	1950	3,292	4,168	7,460	11.7	37,659	1,863	835	21.8	715	44.7	5,096	20.3	113.5
	1949	2,040	4,026	6,066	8.6	34,939	1,734	803	29.4	993	46.4	5,648	20.2	108.2	
	Seaboard Air Line.....	1950	11,692	12,355	24,047	3.5	40,161	2,395	1,033	30.7	937	48.7	5,710	17.1	89.5
	1949	10,126	13,248	23,374	1.6	37,235	2,118	913	30.5	991	52.2	5,671	18.0	98.0	
	Southern.....	1950	17,877	28,891	46,768	4.5	35,771	2,071	884	26.7	703	39.1	5,174	17.4	66.7
	1949	17,791	29,319	47,110	4.2	33,144	1,913	825	28.4	795	43.4	5,717	17.5	75.4	
	Chicago & North Western.....	1950	21,241	28,746	49,987	4.1	36,552	2,397	1,037	29.5	496	25.7	3,154	15.8	62.8
	1949	20,617	29,586	50,203	2.7	30,100	2,156	944	30.5	558	28.2	3,567	15.0	81.5	
	Chicago Great Western.....	1950	1,710	5,410	7,120	3.8	62,427	3,531	1,502	28.1	1,107	60.0	5,614	17.7	132.0
	1949	1,942	5,348	7,290	5.4	46,907	3,142	1,365	29.0	1,117	58.5	5,798	14.9	104.7	
	Chic., Milw., St. P. & Pac.....	1950	34,202	28,667	62,869	2.4	36,168	2,387	1,058	29.1	599	30.5	3,654	15.3	74.7
	1949	30,199	32,510	62,709	1.5	32,379	2,157	973	30.8	735	36.5	4,262	15.2	92.3	
Central Western Region	Chic., St. P., Minn. & Omaha.....	1950	1,050	7,444	8,494	5.1	25,586	1,950	850	30.3	655	33.0	3,396	13.5	73.6
	1949	1,283	7,103	8,386	3.4	23,464	1,797	796	31.3	662	32.9	3,483	13.6	77.7	
	Duluth, Missabe & Iron Range.....	1950	14,529	657	15,186	2.6	16,234	1,188	533	33.7	36	2.0	967	14.5	23.2
	1949	14,976	838	15,814	3.5	17,693	1,342	613	33.6	46	2.6	1,239	13.7	29.8	
	Great Northern.....	1950	24,623	22,369	46,992	4.4	37,146	2,367	1,015	31.0	813	42.9	4,529	15.8	95.8
	1949	24,994	18,233	43,227	3.7	33,913	2,218	1,005	30.6	796	38.1	4,091	15.4	85.8	
	Minneap., St. P. & S. St. M.....	1950	6,501	7,878	14,379	7.3	35,319	2,075	953	29.9	761	38.1	2,696	17.3	116.4
	1949	6,652	8,857	15,509	5.6	33,331	1,947	898	30.4	726	36.0	2,644	17.3	107.8	
	Northern Pacific.....	1950	19,727	12,931	32,658	10.5	39,891	2,497	1,130	32.8</					

OPERATING REVENUES AND OPERATING EXPENSES OF CLASS I STEAM RAILWAYS

Compiled from 128 monthly reports of revenues and expenses representing 132 Class I steam railways.

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF FEBRUARY 1950 AND 1949

Item	United States		Eastern District		Southern District		Western District	
	1950	1949	1950	1949	1950	1949	1950	1949
Miles of road operated at close of month.....	226,653	226,685	53,378	53,481	46,152	46,044	127,123	127,160
Revenues:								
Freight.....	\$481,964,823	\$559,206,364	\$173,859,925	\$220,859,136	\$96,972,693	\$121,352,093	\$211,132,207	\$216,995,135
Passenger.....	57,845,263	67,373,893	30,717,697	35,352,847	10,283,703	12,179,853	16,843,863	19,841,193
Mail.....	16,420,330	16,284,084	6,092,805	6,113,955	2,820,568	2,992,939	7,506,957	7,177,190
Express.....	3,732,882	4,113,893	1,051,024	1,196,938	873,097	771,087	1,808,761	2,145,868
All other operating revenues.....	24,964,388	28,793,173	11,039,783	12,708,031	4,328,507	4,927,601	9,596,098	11,157,541
Railway operating revenues.....	584,927,686	675,771,407	222,761,234	276,230,907	115,278,566	142,223,573	246,887,886	257,316,927
Expenses:								
Maintenance of way and structures	85,681,769	97,483,029	29,081,960	34,327,043	19,937,607	21,246,295	36,662,202	41,909,691
Depreciation.....	10,767,264	10,546,257	4,500,062	4,440,174	1,950,248	1,861,585	4,316,954	4,244,498
Retirements.....	573,472	536,984	113,776	170,523	161,418	89,314	298,278	277,147
Deferred maintenance.....	*279,689	*159,661	*231,823	*1,166	*8,366	*35,750	*39,500	*122,745
Amortization of defense projects	152,617	150,515	17,149	14,681	46,475	46,056	88,993	89,778
Equalization.....	5,518,801	5,247,011	2,727,660	2,379,491	2,228,199	1,601,019	562,942	1,266,501
All other.....	68,949,304	81,161,923	21,955,136	27,323,340	15,559,633	17,684,071	31,434,535	36,154,512
Maintenance of equipment.....	120,793,881	133,490,029	47,626,844	54,712,944	23,987,789	27,322,492	49,179,248	51,454,593
Depreciation.....	24,075,417	22,222,592	8,890,038	8,521,977	5,455,558	4,983,683	9,729,821	8,716,932
Retirements.....	*21,611	*62,949	*8,897	*13,786	*5,338	*7,949	*7,376	*41,214
Deferred maintenance and major repairs.....	*2,704,825	*173,380	*2,639,097	*101,584	*6,734	*44,371	*58,994	*27,425
Amortization of defense projects	1,221,977	1,217,653	451,543	451,371	238,501	233,991	531,933	532,291
Equalization.....	111,803	506,653	37,284	29,991	407,177	418,027	*332,658	58,635
All other.....	98,111,120	109,779,460	40,895,973	45,824,975	17,898,625	21,739,111	39,316,522	42,215,374
Traffic.....	15,378,803	16,016,520	5,365,892	5,630,826	3,166,947	3,439,679	6,845,964	6,946,015
Transportation—Rail line.....	249,665,604	287,912,332	105,452,109	121,614,114	44,781,587	53,019,660	99,431,908	113,278,558
Miscellaneous operations.....	8,394,840	10,000,795	3,106,537	3,747,975	1,344,519	1,621,882	3,943,784	4,630,938
General.....	21,202,949	22,891,895	8,186,548	9,096,962	4,476,932	4,844,679	8,539,469	8,950,254
Railway operating expenses.....	501,117,846	567,794,600	198,819,890	229,129,864	97,695,381	111,494,687	204,602,575	227,170,049
Net revenue from railway operations	83,809,840	107,976,807	23,944,344	47,101,043	17,583,185	30,728,886	42,285,311	30,146,878
Railway tax accruals.....	55,118,342	64,289,722	18,818,226	24,222,448	10,506,210	15,608,123	25,793,906	24,459,151
Pay-roll taxes.....	19,031,076	20,528,910	7,725,763	8,353,597	3,573,967	4,004,925	7,731,346	8,170,388
Federal income taxes†.....	9,630,675	17,903,423	1,556,236	6,325,619	1,287,283	6,227,179	6,787,156	5,350,625
All other taxes.....	26,456,591	25,857,389	9,536,227	9,543,232	5,644,960	5,376,019	11,275,404	10,938,138
Railway operating income.....	28,691,498	43,687,085	5,123,118	22,878,595	7,076,975	15,120,763	16,491,405	5,687,727
Equipment rents—Dr. balance.....	10,081,281	9,484,604	3,914,715	4,883,011	292,564	*435,720	5,874,002	5,037,313
Joint facility rent—Dr. balance.....	3,373,969	3,268,205	1,532,229	1,420,241	577,723	551,959	1,264,017	1,296,005
Net railway operating income..	15,236,248	30,934,276	*323,826	16,575,343	6,206,688	15,004,524	9,353,386	*645,591
Ratio of expenses to revenues (percent)	85.7	84.0	89.3	82.9	84.7	78.4	82.9	88.3

FOR THE TWO MONTHS ENDED WITH FEBRUARY 1950 AND 1949

Item	United States		Eastern District		Southern District		Western District	
	1950	1949	1950	1949	1950	1949	1950	1949
Miles of road operated at close of month.....	226,653	226,680	53,378	53,481	46,151	46,038	127,124	127,161
Revenues:								
Freight.....	\$1,019,303,908	\$1,153,970,704	\$377,509,095	\$458,831,593	\$212,392,262	\$250,542,333	\$429,402,551	\$444,596,778
Passenger.....	127,570,540	148,896,370	68,176,147	77,777,614	21,867,121	26,133,995	37,527,272	44,984,761
Mail.....	33,900,572	33,594,669	12,440,225	12,260,474	5,947,266	6,171,837	15,513,081	15,162,358
Express.....	8,003,609	9,096,878	2,156,552	2,293,880	1,977,300	2,024,847	3,869,757	4,778,151
All other operating revenues.....	53,194,007	60,917,809	23,562,800	26,991,302	9,099,092	10,599,092	20,531,211	23,327,415
Railway operating revenues.....	1,241,972,636	1,406,476,430	483,844,819	578,154,863	251,283,945	295,472,104	506,843,872	532,849,463
Expenses:								
Maintenance of way and structures	176,538,514	200,754,478	61,066,077	71,305,085	40,906,630	43,418,142	74,565,807	86,031,251
Depreciation.....	21,523,573	21,068,728	9,001,312	8,880,877	3,861,750	3,701,151	8,660,511	8,486,700
Retirements.....	1,050,916	1,540,367	199,975	228,135	343,760	116,171	507,181	1,196,061
Deferred maintenance.....	*325,437	*270,779	*239,182	*3,470	*15,755	*85,787	*70,500	*181,522
Amortization of defense projects	313,951	304,389	43,127	29,366	92,837	95,351	177,987	179,672
Equalization.....	12,476,390	10,966,353	6,255,441	4,390,775	4,667,744	3,477,110	1,553,205	3,098,468
All other.....	141,499,121	167,145,420	45,805,404	57,779,402	31,956,294	36,114,146	63,737,423	73,251,872
Maintenance of equipment.....	252,220,460	279,423,502	191,212,272	115,991,251	49,860,452	56,194,446	101,147,736	107,237,805
Depreciation.....	48,109,405	44,367,894	17,814,921	17,114,736	10,873,253	9,899,014	19,421,231	17,354,144
Retirements.....	*69,683	*120,963	*14,210	*20,820	*31,293	*19,436	*24,180	*80,707
Deferred maintenance and major repairs.....	*4,379,420	*345,371	*4,196,658	*185,854	*10,641	*97,781	*172,121	*61,736
Amortization of defense projects	2,444,134	2,444,307	903,069	901,974	477,035	477,796	1,064,030	1,064,537
Equalization.....	*178,193	933,465	64,184	47,532	680,774	765,625	*923,151	120,308
All other.....	206,294,217	232,144,170	86,640,966	98,133,683	37,871,324	45,169,228	81,781,927	88,841,259
Traffic.....	31,218,110	32,275,140	10,753,587	11,046,300	6,564,426	7,066,964	13,900,097	14,161,876
Transportation—Rail line.....	526,209,352	603,581,444	222,058,239	255,078,222	95,776,340	111,824,371	208,374,773	236,678,851
Miscellaneous operations.....	17,810,240	21,577,618	6,642,030	8,153,507	2,830,849	3,439,217	8,337,361	9,984,894
General.....	43,781,801	46,467,881	16,837,351	18,123,994	9,325,306	9,880,283	17,619,144	18,463,604
Railway operating expenses.....	1,047,778,477	1,184,080,063	418,569,556	479,698,359	205,264,003	231,823,423	423,944,918	472,558,281
Net revenue from railway operations	194,194,159	222,396,367	65,275,263	98,456,504	46,019,942	63,648,681	82,898,954	60,291,182
Railway tax accruals.....	119,154,944	130,917,174	40,876,151	50,309,339	25,468,788	32,342,106	52,810,005	48,265,729
Pay-roll taxes.....	39,585,938	42,659,893	16,055,450	17,604,458	7,472,998	8,301,445	16,057,490	16,753,990
Federal income taxes†.....	26,262,142	35,879,418	5,383,956	13,183,966	6,705,514	13,077,981	14,172,672	9,617,471
All other taxes.....	53,306,864	52,377,863	19,436,745	19,520,915	11,290,276	10,962,680	22,579,843	21,894,268
Railway operating income.....	75,039,215	91,479,193	24,399,112	48,147,165	20,551,154	31,306,575	30,088,949	12,025,453
Equipment rents—Dr. balance.....	20,372,771	19,888,325	8,452,883	9,693,188	*330,657	*1,178,786	12,250,545	11,373,923
Joint facility rent—Dr. balance.....	6,593,291	6,410,380	3,083,663	2,902,868	1,089,564	1,089,461	2,420,064	2,418,051
Net railway operating income..	48,073,153	65,180,488	12,862,566	35,551,109	19,792,247	31,395,900	15,418,340	*1,766,521
Ratio of expenses to revenues (percent)	84.4	84.2	86.5	83.0	81.7	78.5	83.6	88.7

† Includes income tax and surtax.

* Decrease, deficit, or other reverse item.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1950

Name of road	Av. mileage operated during period	Operating revenues			Operating Expenses			Operating ratio	Net from railway operation		Net railway operating income	
		Freight	Passenger	Total (inc. misc.)	Way and structures	Traffic	Trans- portation		Total	Net railway operating income	Railway tax accruals	1949
Akron, Canton & Youngstown.....	March 3 mos.	413,372	73	425,679	60,780	28,665	135,627	68.8	292,908	132,771	54,442	74,276
Atchison, Topeka & Santa Fe System.....	March 3 mos.	1,100,950	230	1,135,584	179,310	88,805	358,470	70.4	799,033	33,551	139,520	179,041
Atlanta & St. Andrews Bay.....	March 3 mos.	32,543,969	2,914,071	39,000,328	6,108,823	946,077	12,128,836	73.92	28,115,189	28,115,189	5,319,635	5,987,498
Atlanta & St. Andrews Bay.....	March 3 mos.	89,043,950	9,414,705	108,097,854	15,882,046	2,724,444	35,347,053	73.92	79,905,259	28,115,189	14,534,439	10,828,514
Atlanta & St. Andrews Bay.....	March 3 mos.	251,991	885	258,772	33,898	7,044	12,667	50.1	129,667	129,667	46,631	58,602
Atlanta & St. Andrews Bay.....	March 3 mos.	691,635	2,580	713,028	93,818	19,921	154,748	50.7	361,572	361,572	138,669	148,366
Atlanta & West Point.....	March 3 mos.	263,673	38,809	344,722	33,343	13,443	154,679	80.1	277,892	66,830	32,976	16,265
Western of Alabama.....	March 3 mos.	725,195	120,538	961,752	145,854	38,904	452,997	84.6	813,344	148,482	82,975	11,473
Atlantic & Danville.....	March 3 mos.	780,550	119,302	995,942	131,415	14,037	416,069	85.9	293,155	48,182	105,744	26,558
Atlantic & Danville.....	March 3 mos.	132,290	.....	132,290	14,037	14,037	416,069	82.1	81,936	178,293	7,887	21,935
Atlantic & Danville.....	March 3 mos.	326,564	.....	326,564	24,000	7,985	30,558	67.3	90,538	43,868	20,871	24,486
Atlantic Coast Line.....	March 3 mos.	9,150,198	1,967,463	12,089,392	1,938,938	286,147	4,567,473	75.7	9,148,883	2,940,509	1,500,000	1,207,432
Charleston & Western Carolina.....	March 3 mos.	25,901,496	5,664,492	34,204,491	5,521,375	888,000	13,220,001	77.1	26,362,280	7,842,211	3,550,000	3,923,019
Baltimore & Ohio.....	March 3 mos.	1,205,510	5,836	1,236,740	171,239	44,650	484,961	76.2	3,149,442	142,566	60,000	73,304
Baltimore & Ohio.....	March 3 mos.	28,121,229	1,448,422	31,152,476	6,520,939	783,303	12,832,081	80.0	24,936,138	6,220,338	2,505,517	3,033,545
Baltimore & Ohio.....	March 3 mos.	71,488,464	4,665,472	80,714,895	9,255,455	2,218,398	35,397,764	84.8	66,456,981	12,257,914	5,152,060	3,048,977
Staten Island Rapid Transit.....	March 3 mos.	179,173	47,582	230,644	42,284	1,638	132,434	103.9	239,575	8,931	32,633	56,545
Bangor & Aroostook.....	March 3 mos.	503,246	139,710	654,358	115,523	1,715	374,493	102.6	571,641	17,283	97,875	160,115
Bessemer & Lake Erie.....	March 3 mos.	1,612,174	28,629	1,676,045	169,301	14,939	358,592	47.7	799,935	876,119	280,874	470,634
Bessemer & Lake Erie.....	March 3 mos.	3,875,402	87,280	4,064,397	507,689	43,932	1,106,759	54.8	2,229,343	1,835,054	665,859	928,513
Bessemer & Lake Erie.....	March 3 mos.	879,671	785	900,442	153,786	13,558	343,316	122.9	2,063,317	206,317	49,891	46,111
Bessemer & Lake Erie.....	March 3 mos.	2,486,810	2,208	2,539,820	385,762	46,368	935,287	121.0	3,073,078	533,258	178,828	27,371
Boston & Maine.....	March 3 mos.	5,512,354	841,951	6,999,203	1,141,313	96,586	3,100,912	82.1	5,748,255	1,250,948	484,474	368,129
Burlington-Rock Island.....	March 3 mos.	14,983,156	2,740,211	19,488,910	3,282,791	313,559	8,834,662	84.2	16,404,270	3,084,640	1,492,841	1,144,932
Cambria & Indiana.....	March 3 mos.	286,283	33,838	355,327	61,801	14,101	158,966	81.8	288,902	64,425	11,102	11,374
Cambria & Indiana.....	March 3 mos.	854,622	125,331	1,050,559	164,575	13,802	457,316	77.9	817,921	232,638	32,484	139,784
Cambria & Indiana.....	March 3 mos.	137,953	.....	137,953	75,498	848	23,901	87.5	120,694	17,305	53,712	65,105
Cambria & Indiana.....	March 3 mos.	230,915	.....	230,915	34,973	2,619	53,111	151.8	350,600	119,568	77,957	181,708
Canadian Pacific Lines in Maine.....	March 3 mos.	568,568	33,362	622,827	63,417	6,638	255,402	69.8	434,719	188,108	26,655	81,841
Canadian Pacific Lines in Maine.....	March 3 mos.	1,638,392	103,779	1,809,565	206,123	19,301	696,533	68.3	1,236,110	573,455	76,833	275,651
Canadian Pacific Lines in Maine.....	March 3 mos.	140,993	13,250	169,471	46,394	25,095	111,170	114.7	194,311	24,834	12,564	84,055
Central of Georgia.....	March 3 mos.	424,631	40,550	514,835	128,233	3,598	313,719	108.1	556,354	41,519	36,451	213,530
Central of Georgia.....	March 3 mos.	2,893,154	196,926	3,054,720	528,012	110,937	1,451,840	82.1	2,754,022	600,694	221,298	278,933
Central of Georgia.....	March 3 mos.	7,731,524	648,263	9,074,642	1,537,218	334,683	4,142,811	87.8	7,972,029	1,102,613	649,384	235,989
Central of New Jersey.....	March 3 mos.	2,529,359	437,627	3,154,930	449,361	52,688	1,667,558	91.0	2,870,133	284,797	369,175	419,496
Central of New Jersey.....	March 3 mos.	6,685,128	1,358,866	8,574,152	1,185,979	153,827	4,582,478	92.3	7,913,073	661,077	1,087,019	1,275,032
Central of New Jersey.....	March 3 mos.	1,662,445	8,402	1,708,282	129,652	23,883	485,317	59.9	1,023,209	685,073	73,365	952,159
Central of New Jersey.....	March 3 mos.	3,978,112	25,800	4,008,430	334,010	69,901	1,294,693	68.6	2,813,506	1,284,924	183,511	2,006,094
Central of New Jersey.....	March 3 mos.	759,000	43,000	852,000	138,858	157,881	406,849	89.2	760,022	91,978	42,220	5,469
Central of New Jersey.....	March 3 mos.	2,020,000	157,000	2,328,000	377,004	45,195	1,072,026	89.1	2,073,857	254,143	133,537	52,376
Chesapeake & Ohio.....	March 3 mos.	26,155,478	467,481	27,263,869	3,492,856	491,329	8,574,458	66.9	18,225,833	9,038,036	3,703,993	5,539,455
Chesapeake & Ohio.....	March 3 mos.	58,104,879	1,422,573	61,264,402	10,240,795	1,489,703	22,019,771	82.5	50,567,977	10,696,425	6,200,382	8,437,898
Chicago & Eastern Illinois.....	March 3 mos.	2,032,640	205,730	2,488,400	273,147	89,158	964,366	71.7	1,784,198	704,202	176,500	397,452
Chicago & Eastern Illinois.....	March 3 mos.	5,267,486	681,486	6,616,500	804,838	282,115	2,821,691	79.6	5,264,392	1,352,108	333,400	576,553
Chicago & Eastern Illinois.....	March 3 mos.	1,029,699	269	1,047,013	171,538	32,023	261,345	50.3	520,215	103,059	398,065	60,045
Chicago & Eastern Illinois.....	March 3 mos.	1,665,376	955	1,708,742	221,697	79,578	542,048	75.4	1,288,697	420,045	172,748	232,769
Chicago & North Western.....	March 3 mos.	11,029,975	1,453,574	14,052,601	2,410,277	295,274	6,722,873	92.3	12,966,880	1,085,721	1,034,782	207,160
Chicago & North Western.....	March 3 mos.	30,011,686	4,392,582	38,680,334	7,092,425	872,549	19,355,075	94.5	36,545,472	2,143,922	3,041,052	3,717,777
Chicago & North Western.....	March 3 mos.	15,629,873	1,313,385	18,454,640	2,916,505	416,559	6,714,074	67.8	12,517,854	5,936,786	2,822,300	2,685,378
Chicago & North Western.....	March 3 mos.	41,575,586	3,514,077	49,769,789	8,049,248	1,226,263	19,215,775	72.0	35,836,436	6,809,753	6,809,753	5,815,751
Chicago Great Western.....	March 3 mos.	2,690,625	11,715	2,850,671	665,513	98,017	905,000	72.7	2,071,892	778,779	237,088	292,925
Chicago Great Western.....	March 3 mos.	7,477,843	48,351	7,953,358	1,593,209	297,705	5,596,857	70.4	5,596,857	2,356,591	738,562	893,654
Chicago, Indianapolis & Louisville.....	March 3 mos.	1,482,426	77,064	1,648,277	268,442	73,948	566,007	74.7	1,231,976	416,301	128,023	199,511
Chicago, Milwaukee, St. Paul & Pacific.....	March 3 mos.	3,846,802	248,822	4,396,639	779,321	215,381	1,580,095	81.3	3,527,468	809,171	266,988	300,529
Chicago, Milwaukee, St. Paul & Pacific.....	March 3 mos.	16,481,488	1,097,034	19,323,987	2,467,119	456,379	8,825,820	85.5	16,549,964	2,803,723	1,366,000	1,042,983
Chicago, Milwaukee, St. Paul & Pacific.....	March 3 mos.	43,512,976	3,508,353	51,926,781	5,192,781	1,246,740	25,756,283	91.6	47,572,089	4,354,952	3,995,000	981,618
Chicago, Rock Island & Pacific.....	March 3 mos.	13,094,591	1,407,033	15,533,668	1,723,734	449,065	5,708,686	71.9	11,171,716	4,361,952	1,808,988	1,851,606
Chicago, Rock Island & Pacific.....	March 3 mos.	34,443,591	4,293,301	41,859,058	4,704,507	1,335,638	16,520,309	76.5	32,008,773	9,850,285	4,175,197	3,401,208
Chicago, St. Paul, Minn. & Omaha.....	March 3 mos.	2,011,730	149,546	2,367,135	425,372	56,092	1,336,793	96.7	2,288,851	78,284	177,611	280,473
Chicago, St. Paul, Minn. & Omaha.....	March 3 mos.	5,953,232	468,347	7,963,666	1,042,288	164,636	3,946,869	93.2	6,461,636	515,438	515,438	488,498
Chicago, St. Paul, Minn. & Omaha.....	March 3 mos.	1,821,034	1,293	1,834,338	196,837	34,240	449,642	54.5	998,934	835,404	163,165	782,428
Chicago, St. Paul, Minn. & Omaha.....	March 3 mos.	4,414,253	3,644	4,448,266	602,157	100,228	1,094,610	60.6	2,693,934	1,754,681	482,872	1,529,087

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1950

Name of road	Av. mileage operated during period	Operating revenues				Operating expenses				Operating ratio	Net from railway operation		Net railway operating income
		Freight	Passenger	Total (inc. misc.)	Way and structures	Maintenance of equipment	Traffic	Portation	Total		Railway tax accruals	1950	
Colorado & Southern.....	March 746	913,062	56,411	1,051,173	186,545	383,582	24,080	383,582	700,683	75.3	133,441	80,675	152,277
March 746	2,583,627	74,424	206,065	3,027,287	409,157	1,099,780	42,424	1,099,780	2,248,441	74.3	380,784	227,316	110,578
March 746	1,137,306	84,134	232,030	299,402	181,165	423,549	126,007	423,549	931,088	70.4	133,436	94,888	38,548
March 746	3,409,745	282,968	3,974,120	506,578	506,578	1,271,973	264,520	1,271,973	2,645,280	66.6	465,135	608,065	222,919
March 746	88,070	164,328	9,776	27,456	27,456	74,253	1,249	74,253	121,718	77.0	27,328	15,504	11,824
March 746	273,187	502,876	30,914	67,505	67,505	221,157	3,444	221,157	349,033	69.4	155,943	94,200	146,544
Columbus & Greenville.....	March 168	179,703	179	180,056	35,867	33,904	4,411	49,852	141,348	76.0	28,025	17,399	21,269
March 168	475,748	169	493,894	101,798	91,316	140,182	13,248	398,402	308,402	80.7	61,744	39,929	32,404
March 168	4,441,194	136,584	4,715,574	450,337	1,031,298	1,885,536	68,225	1,885,536	3,600,423	76.4	596,498	320,233	346,638
March 168	11,296,583	462,997	12,077,415	205,183	2,839,881	2,907,641	195,183	2,907,641	5,237,514	80.2	1,181,568	1,038,818	860,796
March 168	5,251,599	747,385	6,529,919	734,117	1,152,544	1,491,113	492,007	1,491,113	2,969,641	80.2	682,750	645,584	421,714
March 168	13,635,881	2,302,890	17,391,607	2,056,688	3,247,835	4,386,497	492,007	4,386,497	8,860,471	85.4	1,466,774	1,101,647	1,403,470
Denver & Rio Grande Western.....	March 2,413	4,670,585	182,156	5,043,741	997,588	1,444,787	144,787	1,858,492	3,827,511	75.9	1,218,230	569,933	730,847
March 2,413	12,296,110	561,620	13,394,439	1,436,604	2,976,180	4,344,780	434,780	5,257,813	10,825,170	80.0	2,569,260	1,328,366	1,362,605
March 2,413	26,085,085	717	135,447	30,000	20,527	28,920	2,052	28,920	60,758	77.0	19,218	29,044	24,411
March 2,413	32,954	2,053	367,156	90,000	55,540	86,905	2,145	86,905	264,773	72.3	47,533	170,600	81,327
March 2,413	771,014	.....	773,947	66,328	59,916	213,222	14,838	213,222	365,596	47.2	408,351	148,479	111,829
March 2,413	1,908,613	.....	1,914,832	196,514	146,522	557,881	40,999	557,881	974,941	50.9	286,270	325,976	364,988
Detroit, Toledo & Ironton.....	March 464	1,519,796	216	1,548,767	140,514	253,887	25,471	446,832	905,012	58.4	643,755	251,104	334,163
March 464	4,222,617	742	4,307,951	445,307	782,799	1,173,920	79,125	1,173,920	2,582,905	60.0	674,918	839,769	1,207,605
March 464	281,037	974	317,729	534,125	587,164	1,466,558	7,638	1,466,558	1,635,213	520.3	80,203	1,419,992	1,035,571
March 464	686,877	3,559	797,112	1,629,691	1,677,872	3,463,138	22,751	3,463,138	4,870,695	611.0	231,508	4,338,800	3,978,639
March 464	494,402	4,921	524,166	105,016	109,645	1,970	17,970	1,970	450,758	86.0	23,878	16,433	70,084
March 464	1,325,691	20,153	1,405,933	288,929	306,628	570,712	54,531	570,712	1,269,756	90.3	71,339	11,412	171,727
Duluth, Winnipeg & Pacific.....	March 175	386,000	600	390,300	56,583	50,801	4,164	164,605	283,881	72.7	106,419	29,489	34,023
March 175	330,000	1,900	942,000	154,731	140,399	440,731	12,330	440,731	781,162	83.6	76,192	66,257	54,887
March 175	3,320,673	Dr.	4,028,075	25,458	562,201	3,297,227	28,357	3,297,227	2,253,092	55.9	1,777,883	729,363	803,727
March 175	8,836,728	16	18,922,430	635,594	1,562,603	3,463,138	82,973	3,463,138	4,630,603	77.6	1,885,155	2,048,727	2,164,712
March 175	11,784,451	517,076	13,063,445	1,274,228	2,081,597	3,177,444	31,744	3,177,444	9,737,420	74.6	3,324,025	1,406,203	1,800,043
March 175	31,490,316	1,586,801	35,138,483	3,719,663	5,990,854	9,250,676	926,016	9,250,676	27,562,965	78.5	7,555,518	3,427,097	3,413,380
Florida East Coast.....	March 571	2,060,678	842,887	3,211,371	426,179	1,042,838	67,966	1,042,838	2,184,855	68.0	1,026,516	288,182	584,167
March 571	5,421,373	2,672,295	8,843,703	1,201,903	1,157,095	2,903,488	191,100	2,903,488	6,023,964	68.1	2,819,506	795,952	1,590,077
March 571	634,822	19,564	704,393	89,777	1,191,943	26,932	26,932	26,932	563,835	80.4	33,770	126,096	124,576
March 571	1,709,217	59,613	1,892,209	263,688	318,357	882,343	78,310	882,343	1,640,810	86.7	251,489	100,050	209,041
March 571	214,661	25	214,686	15,978	33,138	96,538	13,468	96,538	220,356	101.1	2,426	30,827	25,783
March 571	632,398	11	632,398	175,713	44,369	284,285	44,369	284,285	632,398	99.2	4,993	47,181	140,195
Grand Trunk Western.....	March 971	4,332,000	152,000	4,754,000	533,661	793,263	67,375	1,920,370	3,468,440	73.0	1,285,560	249,923	918,326
March 971	10,708,000	466,000	11,968,000	1,609,099	2,202,153	3,553,379	191,053	3,553,379	9,814,572	82.0	2,148,428	735,670	1,074,781
March 971	155,000	3,000	183,000	50,269	2,748	122,618	2,748	122,618	228,942	125.1	22,478	105,774	138,384
March 971	451,000	10,800	534,800	156,301	107,776	6,323	8,323	6,323	671,635	121.2	67,434	298,777	348,992
March 971	13,431,833	670,621	15,183,857	2,935,449	3,350,852	6,088,672	342,333	6,088,672	13,335,157	87.8	1,848,700	1,449,446	57,365
March 971	33,735,111	2,129,922	36,854,137	7,919,613	9,794,384	18,183,967	988,198	18,183,967	38,727,948	99.7	4,198,345	5,018,963	3,188,884
Green Bay & Western.....	March 224	325,561	.....	325,561	55,981	33,881	18,880	80,835	202,660	60.9	129,795	51,722	61,028
March 224	879,230	.....	879,230	163,311	99,768	247,235	57,090	247,235	608,786	67.9	287,719	103,153	134,503
March 224	5,379,408	341,439	6,119,558	1,004,520	1,160,498	1,939,989	239,852	1,939,989	4,656,907	76.1	1,462,651	606,160	605,928
March 224	14,832,346	1,133,256	17,195,789	2,894,794	3,253,777	6,754,558	675,458	6,754,558	13,362,859	77.7	3,832,930	1,575,198	1,481,243
March 224	18,768,867	1,572,853	22,450,488	3,253,906	3,948,610	4,292,251	8,466,879	4,292,251	17,030,521	75.9	5,419,967	2,746,528	2,438,431
March 224	50,185,945	4,867,752	60,927,918	8,659,095	10,767,438	13,202,745	23,345,680	13,202,745	46,808,716	76.8	14,119,202	6,193,646	6,182,055
Illinois Terminal.....	March 460	744,362	92,379	936,991	153,826	130,870	37,397	390,293	762,818	81.41	88,886	79,222	107,278
March 460	1,985,023	276,516	2,545,806	416,469	392,118	1,121,448	112,234	1,121,448	2,182,268	85.72	363,538	218,433	324,058
March 460	3,091,305	74,847	3,406,061	277,005	403,233	94,593	94,593	94,593	1,837,445	54.0	1,568,616	561,000	787,365
March 460	625,326	264,755	9,766,006	786,124	1,157,852	2,774,226	277,426	2,774,226	5,367,133	55.0	1,542,000	2,241,554	2,401,823
March 460	423,818	562	428,229	40,912	42,197	111,463	16,705	111,463	230,464	53.8	89,670	90,423	94,600
March 460	1,260,571	1,718	1,274,129	103,689	101,775	325,625	50,060	325,625	636,104	49.9	281,453	276,662	289,410
Lake Superior & Ishpeming.....	March 156	50,801	48	53,278	36,565	56,348	1,948	41,146	145,761	273.6	24,728	110,738	54,566
March 156	147,241	110	154,951	105,415	153,451	118,809	5,346	118,809	412,042	265.9	73,559	307,834	268,613
March 156	243,756	.....	243,756	31,521	27,393	94,593	94,593	94,593	173,201	70.9	29,168	24,518	9,583
March 156	625,326	.....	625,326	87,974	82,938	259,931	485,145	259,931	485,145	77.4	57,407	24,262	31,622
March 156	671,275	.....	671,275	77,748	118,476	12,040	172,760	12,040	409,499	60.6	265,849	134,707	185,839
March 156	1,482,299	.....	1,482,299	222,933	333,686	34,215	457,354	34,215	1,142,523	76.5	357,181	222,279	132,129
Lehigh Valley.....	March 1,252	5,106,597	253,996	5,638,179	595,829	1,005,541	132,308	2,354,929	4,313,810	76.5	388,807	830,697	550,651
March 1,252	13,576,113	872,704	15,173,550	2,934,910	6,885,915	12,611,855	400,871	6,885,915	12,611,855	83.2	1,177,304	872,054	1,310,808
March 1,252	1,100,543	2,410,353	3,720,100	582,454	746,710	2,097,512	183,746	2,097,512	3,536,354	95.1	458,595	504,367	811,349
March 1,252	2,885,195	7,296,818	10,710,689	1,735,696	2,190,523	6,134,306	41,325	6,134,306	10,376,121	96.9	1,364,234	1,795,419	3,332,860

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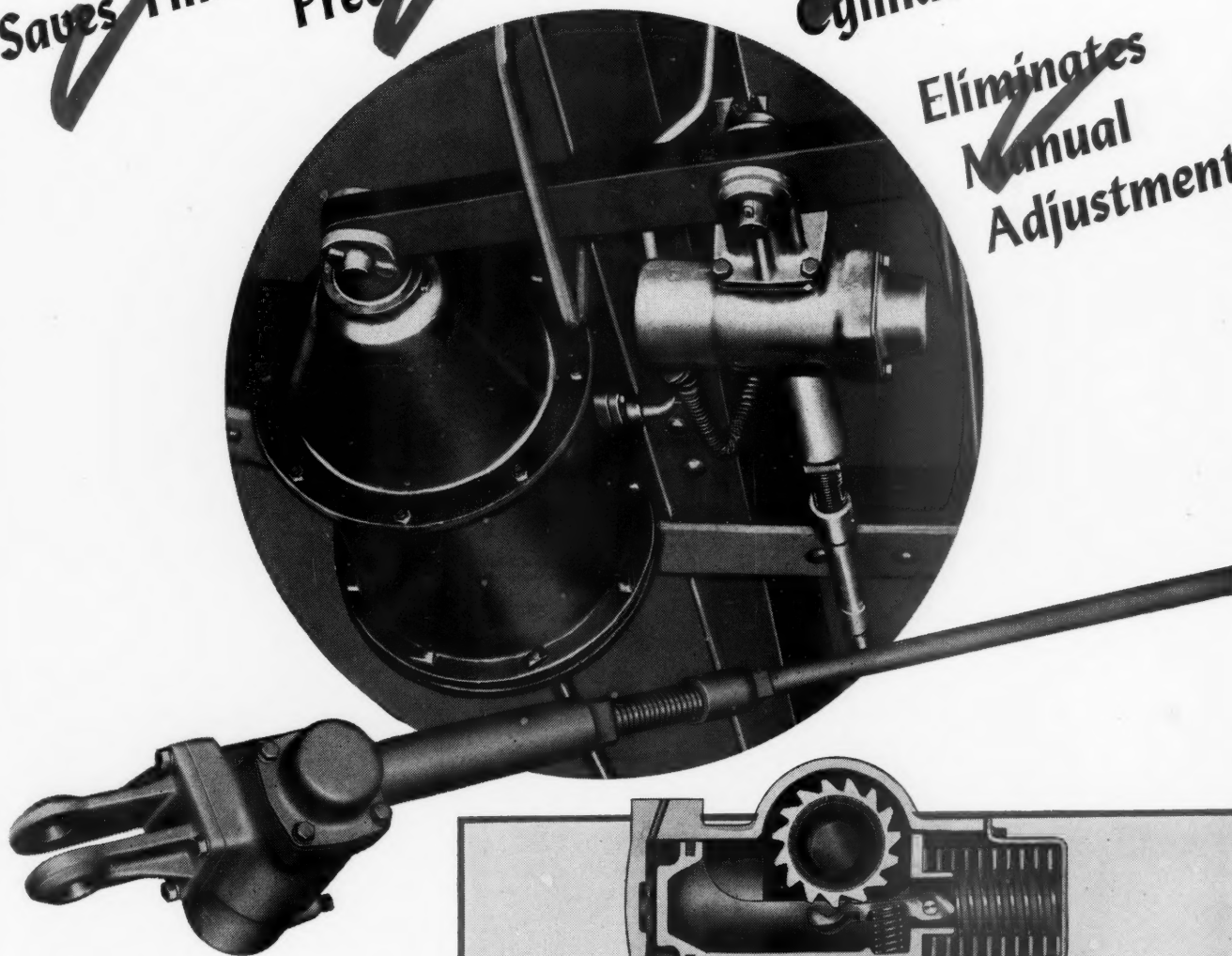
TYPE D PNEUMATIC AUTOMATIC SLACK ADJUSTER FOR FREIGHT CARS

~~Saves Time~~

~~Prevents False "Take-Up"~~

~~Conserves Cylinder Force~~

~~Eliminates Manual Adjustment~~



Proven in years of Passenger Service. Ask for Descriptive Leaflet 2468.

If predetermined travel of brake cylinder piston is exceeded, air is admitted to slack adjuster, compressing piston against spring. Upon brake release, spring returns piston, and pawl engages and turns ratchet nut, shortening tie-rod connection.

Westinghouse Air Brake Co.

WILMERDING, PA.

REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1950

Name of road	Av. mileage operated during period	Operating revenues				Operating Expenses				Operating ratio	Net from railway operation	Net railway operating income	
		Freight	Passenger	(Total)	(inc. misc.)	Way and structures	Maintenance of equipment	Traffic	Trans-shipment			1950	1949
Louisiana & Arkansas.....	March	1,524,500	64,427	1,588,927	1,650,036	203,245	183,148	47,245	494,484	59.8	663,143	323,557	309,240
Louisiana & Arkansas.....	3 mos.	4,402,548	197,126	4,599,674	4,796,866	541,803	532,039	153,661	1,444,749	59.3	1,952,122	267,630	270,825
Louisville & Nashville.....	March	1,457,308	905,537	2,362,845	2,362,845	2,280,537	3,220,914	302,807	6,625,292	79.4	3,385,326	765,017	1,172,214
Louisville & Nashville.....	3 mos.	4,778	2,763,549	43,072,321	6,615,756	9,310,400	870,501	18,039,454	36,552,614	84.9	6,519,707	4,852,952	3,330,028
Maine Central.....	March	1,968,295	99,177	2,067,472	2,067,472	380,310	3,111,508	18,003	799,513	76.3	520,481	231,428	386,914
Maine Central.....	3 mos.	5,494,480	335,064	5,829,544	6,185,993	1,087,383	1,113,508	57,223	2,257,552	76.2	1,471,805	587,194	899,636
Midland Valley.....	March	177,564	181,087	358,651	358,651	37,427	15,021	3,790	59,151	68.3	57,478	26,924	-1,012
Midland Valley.....	3 mos.	525,263	533,008	1,058,271	1,058,271	94,842	48,894	11,603	166,131	64.6	188,976	56,480	27,144
Minneapolis & St. Louis.....	March	1,578,264	4,897	1,583,161	1,626,306	249,724	251,443	108,612	511,036	74.5	191,287	191,287	122,801
Minneapolis & St. Louis.....	3 mos.	4,045,557	20,142	4,065,699	4,183,795	698,368	729,624	332,450	1,476,723	84.1	664,822	371,760	338,543
Minneapolis, St. Paul & S. Marie.....	March	2,490,330	46,234	2,536,564	2,669,405	534,649	548,267	70,009	1,151,630	90.4	256,524	196,252	-83,166
Minneapolis, St. Paul & S. Marie.....	3 mos.	6,288,517	177,143	6,465,660	6,820,259	1,513,181	1,590,200	194,157	3,460,261	103.6	-248,849	567,111	-1,226,344
Mississippi Central.....	March	183,599	187,493	371,092	371,092	46,681	25,403	12,296	50,165	76.1	44,756	19,319	22,797
Mississippi Central.....	3 mos.	525,889	537,165	1,063,054	1,063,054	123,077	75,420	37,108	151,465	76.9	124,163	52,336	51,534
Missouri-Illinois.....	March	372,505	195	372,699	374,949	55,432	50,543	8,701	94,902	58.3	83,670	70,278	79,861
Missouri-Illinois.....	3 mos.	1,069,000	648	1,069,648	1,076,063	162,264	156,115	22,774	271,477	58.9	241,342	196,044	235,427
Missouri-Kansas-Texas Lines.....	March	5,325,489	295,773	5,621,262	6,098,900	946,863	824,165	222,208	2,162,433	72.9	1,654,590	667,308	651,174
Missouri-Kansas-Texas Lines.....	3 mos.	14,837,428	990,830	15,828,258	17,185,956	2,579,651	2,429,860	663,949	6,417,644	75.2	4,264,227	1,756,167	1,352,270
Missouri Pacific.....	March	14,898,076	740,600	15,638,676	17,122,251	2,560,738	2,920,779	397,265	6,714,297	76.9	3,953,266	1,478,073	1,897,389
Missouri Pacific.....	3 mos.	40,527,056	2,418,365	42,945,421	47,178,094	6,901,164	8,522,135	1,184,350	19,080,140	79.2	9,820,094	3,337,682	4,794,577
Gulf Coast Lines.....	March	3,219,912	70,568	3,290,480	3,448,143	607,605	451,777	83,861	1,071,052	67.9	1,108,612	344,857	501,582
Gulf Coast Lines.....	3 mos.	9,917,312	226,037	10,143,349	10,598,814	1,806,092	1,313,695	232,677	3,244,473	65.8	3,630,521	1,098,093	1,662,625
International-Great Northern.....	March	2,268,988	142,892	2,411,880	2,677,538	479,651	490,763	49,891	1,018,775	78.4	1,557,981	172,036	175,797
International-Great Northern.....	3 mos.	6,785,191	462,664	7,247,855	7,995,594	1,394,157	1,291,096	148,810	2,976,215	76.8	1,877,981	540,771	940,373
Monongahela.....	March	553,547	361	553,908	557,413	54,040	72,105	984	237,953	66.2	188,283	30,494	-93,762
Monongahela.....	3 mos.	1,742,208	1,236	1,743,444	1,754,322	148,722	143,308	2,825	418,015	69.6	25,581	83,253	-151,676
Montour.....	March	243,207	1,236	244,443	243,353	14,188	59,648	989	82,055	69.0	75,397	41,577	47,335
Montour.....	3 mos.	730,127	3,708	733,835	733,835	42,577	137,750	2,604	145,327	91.9	31,037	86,089	92,355
Nashville, Chatt. & St. Louis.....	March	2,556,347	139,536	2,695,883	2,949,271	545,965	401,364	103,025	1,106,878	76.8	683,194	343,473	285,722
Nashville, Chatt. & St. Louis.....	3 mos.	6,742,655	410,612	7,153,267	7,944,925	1,274,849	1,044,541	305,964	2,991,611	74.6	2,015,651	977,727	930,516
New York Central.....	March	46,063,805	8,436,232	54,499,997	60,615,560	6,589,410	13,370,088	1,025,682	28,468,561	86.6	8,108,671	4,519,591	3,301,273
New York Central.....	3 mos.	120,946,440	26,577,000	147,523,440	164,465,450	19,548,750	37,450,733	2,988,519	79,550,120	90.1	16,210,607	13,258,741	8,068,909
Pittsburgh & Lake Erie.....	March	3,055,048	66,527	3,121,575	3,245,327	283,490	868,970	71,253	1,177,773	78.8	655,593	522,472	726,885
Pittsburgh & Lake Erie.....	3 mos.	9,165,086	201,367	9,366,453	9,813,178	860,212	2,337,363	206,860	3,324,890	87.3	1,953,107	1,286,273	1,462,529
New York, Chicago & St. Louis.....	March	12,695,180	124,009	12,819,189	13,113,178	1,530,584	2,023,564	280,373	4,151,772	64.0	4,715,572	1,910,453	2,477,221
New York, Chicago & St. Louis.....	3 mos.	31,131,425	365,594	31,497,019	32,346,227	4,425,117	5,100,871	866,330	10,874,866	69.3	9,930,976	4,257,121	5,150,584
New York, New Haven & Hartford.....	March	7,269,796	3,630,097	10,900,893	11,990,371	1,826,376	1,857,062	198,473	5,249,249	81.9	2,170,161	831,000	507,873
New York, New Haven & Hartford.....	3 mos.	20,661,296	11,066,629	31,727,925	34,770,264	4,571,666	5,230,719	613,415	15,133,067	79.4	7,161,004	2,507,000	2,201,581
New York Connecting.....	March	273,474	288,391	561,865	561,865	55,832	20,209	.....	64,426	49.6	145,477	59,545	80,614
New York Connecting.....	3 mos.	706,666	734,964	1,441,630	1,441,630	170,975	79,554	.....	181,106	59.6	296,770	188,672	153,473
New York, Ontario & Western.....	March	538,292	1,165	539,457	576,188	92,741	89,763	24,279	282,354	90.1	57,468	39,124	-32,575
New York, Ontario & Western.....	3 mos.	1,417,080	4,089	1,421,169	1,517,280	271,777	263,496	73,742	819,909	100.0	112,443	112,443	-289,950
New York, Susquehanna & Western.....	March	384,892	41,137	426,029	436,858	45,480	55,902	5,706	186,617	74.3	112,429	31,226	39,490
New York, Susquehanna & Western.....	3 mos.	1,075,994	118,347	1,194,341	1,228,348	131,204	157,411	18,662	515,501	73.2	328,641	92,266	141,415
Norfolk & Western.....	March	13,784,049	298,328	14,082,377	14,565,778	1,815,543	2,736,671	267,722	4,388,215	66.8	4,837,430	2,601,040	2,975,825
Norfolk & Western.....	3 mos.	31,127,409	990,761	32,118,170	33,472,743	5,477,045	7,611,550	746,196	11,619,028	80.6	6,501,272	4,702,627	3,788,134
Norfolk Southern.....	March	726,641	1,403	728,044	745,035	152,043	90,582	43,421	242,911	79.0	156,486	68,734	60,830
Norfolk Southern.....	3 mos.	2,096,092	4,089	2,100,181	2,154,132	450,709	281,606	127,109	709,160	80.8	413,659	186,420	157,571
Northern Pacific.....	March	10,057,336	350,468	10,407,804	11,266,344	2,015,670	2,849,929	266,401	4,629,810	91.7	934,004	1,165,079	426,400
Northern Pacific.....	3 mos.	25,176,940	1,206,500	26,383,440	28,717,436	5,719,608	7,829,919	747,264	13,082,263	103.9	-1,112,997	3,400,369	-2,937,424
Northwestern Pacific.....	March	764,949	2,262	767,211	787,972	164,805	90,915	5,067	350,962	79.6	161,130	40,009	54,965
Northwestern Pacific.....	3 mos.	1,957,282	10,808	1,968,090	2,026,306	496,535	248,171	13,506	954,651	74.5	271,123	120,035	-278,531
Oklahoma City-Ada-Tulsa.....	March	72,131	1,297	73,428	73,428	21,151	3,981	1,297	22,618	74.5	18,418	5,768	32
Oklahoma City-Ada-Tulsa.....	3 mos.	232,918	3,891	236,809	236,809	56,159	12,146	4,254	63,672	63.1	86,808	32,168	29,681
Pennsylvania.....	March	55,536,033	10,845,598	66,381,631	72,808,938	7,875,788	16,500,823	1,192,188	32,669,702	83.9	11,752,580	5,474,972	4,613,010
Pennsylvania.....	3 mos.	142,974,967	34,724,327	177,699,294	193,312,992	22,222,146	43,143,898	3,512,990	91,082,611	86.2	26,790,811	15,478,463	7,733,103
Pennsylvania-Reading Seashore Lines.....	March	491,648	1,007,733	1,499,381	1,507,372	222,042	248,041	8,645	1,020,482	166.6	87,796	27,796	-601,952
Pennsylvania-Reading Seashore Lines.....	3 mos.	1,262,857	3,153,653	4,416,510	4,513,120	558,376	742,877	27,767	2,513,871	179.3	-1,294,621	259,517	-1,873,867
Pittsburgh & Shawmut.....	March	245,983	.....	245,983	246,551	23,387	34,995	3,315	60,817	53.7	114,226	4,952	100,045
Pittsburgh & Shawmut.....	3 mos.	462,690	462,690	464,185	56,347	100,197	8,731	127,983	68.4	146,477	13,737	133,982

Table continued on next left-hand page

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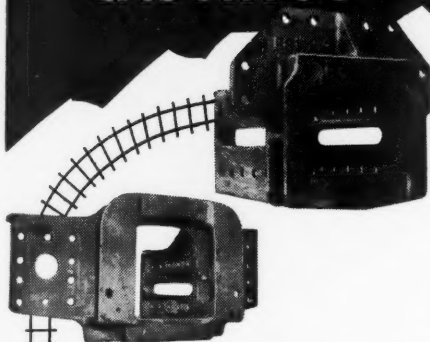
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REVENUES AND EXPENSES OF RAILWAYS

MONTH OF MARCH AND THREE MONTHS OF CALENDAR YEAR 1950

Name of road	Av. mileage operated during period	Operating revenues				Operating Expenses				Operating ratio	Net from railway operation	Net railway operating income	
		Freight	Passenger	Total (inc. misc.)	Maintenance of way and structures	Equipment	Traffic	Trans- portation	Total			Railway tax accruals	1950
Pittsburgh & West Virginia.....	March 132	617,835	25,610	643,445	73,878	86,012	13,875	266,977	461,210	95.4	22,098	29,894	29,894
Reading.....	March 137	1,650,695	85,870	1,736,565	217,471	249,300	39,505	747,433	1,307,363	101.8	-23,717	85,070	-93,112
Richmond, Fredericksburg & Potomac.....	March 118	22,285,876	344	22,286,220	54,581	149,727	2,003	63,758	144,725	96.7	5,002	10,762	31,289
Rutland.....	March 407	1,025,892	85,870	1,111,762	54,581	149,727	2,003	63,758	144,725	96.7	5,002	10,762	31,289
Sacramento Northern.....	March 271	1,453,382	344	1,453,726	160,053	48,284	6,578	185,185	422,183	89.6	49,072	33,718	-10,929
St. Louis-San Francisco.....	March 4,637	8,582,244	392,309	8,974,553	1,556,955	1,524,681	228,460	3,490,651	7,199,108	74.9	2,418,060	1,166,240	1,303,331
St. Louis, San Francisco & Texas.....	March 4,642	22,542,310	1,329,139	23,871,449	4,420,970	4,433,118	690,415	9,860,307	20,568,640	80.2	5,064,467	2,592,735	2,513,311
St. Louis Southwestern Lines.....	March 159	279,395	10,971	290,366	49,521	32,483	14,821	135,071	241,817	78.8	64,899	-10,993	26,688
Seaboard Air Line.....	March 4,146	9,951,905	1,501,520	11,453,425	2,057,720	1,915,660	324,121	4,279,041	9,058,233	73.9	3,220,545	1,313,451	1,553,507
Southern Railway.....	March 6,347	17,112,335	1,120,917	18,233,252	5,605,875	5,744,975	958,968	12,258,617	26,119,267	76.4	8,085,889	3,444,566	3,632,413
Alabama Great Southern.....	March 316	1,189,145	63,309	1,252,454	2,601,196	3,406,503	1,052,110	7,072,976	14,217,376	70.2	6,035,459	2,731,170	2,886,879
Cinn., New Orleans & Texas Pacific.....	March 337	3,088,337	164,451	3,252,788	2,057,720	1,915,660	324,121	4,279,041	9,058,233	73.9	3,220,545	1,313,451	1,553,507
Georgia Southern & Florida.....	March 397	507,096	94,358	601,454	1,153,441	1,601,906	164,614	2,886,369	6,146,277	65.6	3,221,534	1,522,558	1,635,207
New Orleans & Northeastern.....	March 204	837,369	46,504	883,873	2,601,196	3,406,503	1,052,110	7,072,976	14,217,376	70.2	6,035,459	2,731,170	2,886,879
Southern Pacific.....	March 8,142	29,507,603	2,755,394	32,263,000	5,605,875	5,744,975	958,968	12,258,617	26,119,267	76.4	8,085,889	3,444,566	3,632,413
Texas & New Orleans.....	March 4,316	8,824,001	533,785	9,357,786	2,601,196	3,406,503	1,052,110	7,072,976	14,217,376	70.2	6,035,459	2,731,170	2,886,879
Spokane International.....	March 152	210,953	941	211,894	2,601,196	3,406,503	1,052,110	7,072,976	14,217,376	70.2	6,035,459	2,731,170	2,886,879
Spokane, Portland & Seattle.....	March 945	1,874,215	57,051	1,931,266	2,601,196	3,406,503	1,052,110	7,072,976	14,217,376	70.2	6,035,459	2,731,170	2,886,879
Tennessee Central.....	March 286	404,399	1,654	406,053	69,126	55,905	10,609	135,799	289,732	68.0	136,306	24,092	75,463
Texas & Northern.....	March 286	1,064,190	3,585	1,067,775	199,614	161,717	29,601	384,669	827,528	73.8	293,362	70,349	124,533
Texas & Pacific.....	March 8	151,050	.....	151,050	3,547	4,745	320	14,879	27,625	33.5	54,776	17,261	25,703
Texas Mexican.....	March 162	231,028	.....	231,028	69,126	55,905	10,609	135,799	289,732	68.0	136,306	24,092	75,463
Toledo, Peoria & Western.....	March 239	460,439	16	460,455	68,990	54,086	37,336	108,236	286,988	61.5	179,043	62,905	79,022
Union Pacific.....	March 9,719	28,026,092	2,186,812	30,212,904	5,605,875	5,744,975	958,968	12,258,617	26,119,267	76.4	8,085,889	3,444,566	3,632,413
Utah.....	March 111	167,590	.....	167,590	16,017	49,807	738	67,089	141,374	84.1	26,751	12,438	15,583
Virginian.....	March 661	3,986,254	1,737	3,987,991	52,789	57,233	2,190	150,879	373,092	119.9	-61,833	35,521	-15,534
Wabash.....	March 2,393	7,613,797	5,742	7,619,539	890,302	1,436,425	113,178	1,527,751	4,179,674	70.5	1,750,218	933,600	1,194,652
Ann Arbor.....	March 294	776,013	1,229	777,242	74,320	97,097	68,814	1,011,747	1,636,153	71.5	223,820	79,949	128,813
Western Maryland.....	March 837	3,286,268	6,314	3,292,582	386,359	599,412	71,996	1,115,210	2,302,682	67.0	435,686	92,871	276,996
Western Pacific.....	March 1,195	3,132,102	186,842	3,318,944	1,066,073	1,677,811	213,176	2,891,969	6,162,070	75.5	1,999,433	1,021,000	750,954
Wisconsin Central.....	March 1,051	2,163,099	22,278	2,185,377	654,702	660,583	131,346	1,091,243	2,741,958	80.2	2,206,582	951,164	1,049,438
		5,729,711	75,259	5,804,970	762,077	1,059,784	177,714	2,652,711	4,903,274	80.3	1,199,725	388,407	395,000

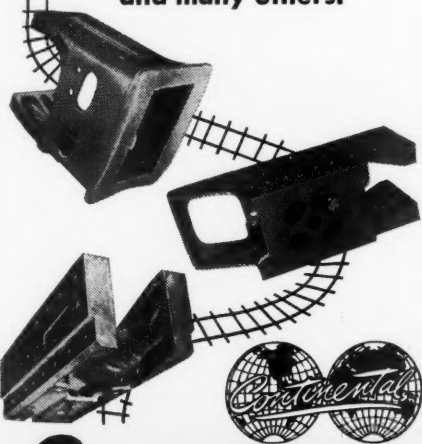
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Current Publications

PERIODICAL ARTICLES

Railway Freight Traffic by Regions of the World. Transport and Communications Review, October-December, 1949, pp. 38-39. Published by the Transport and Communications division, Department of Economic Affairs, United Nations. Available from the International Documents Service, Columbia University Press, 2960 Broadway, New York 27. 50 cents.

This article consists primarily of a table and charts showing railway freight traffic in net ton-kilometers for Africa, North America, South America, Asia, Europe and Oceania. The years covered are 1928 to 1938 and 1946 to 1948.

Annual Speed Survey, by Donald M. Steffee. Railroad Magazine, April, 1950, pp. 14-45. Published by Popular Publications, Inc., 205 E. 42nd st., New York 17. Single copies, 35 cents.

Mr. Steffee's annual tabulation of North American passenger train performance has become almost a "standard" work. Prefaced by suggestions and comments on service changes which have been made during the past year, Mr. Steffee concludes with a belief that the next decade may well bring the first daily 90-m.p.h. schedule into his survey. The tabulation itself lists all individual runs of 60-m.p.h. or faster, start-to-stop passenger schedules (some roads have been held to 65- and 70-m.p.h. minimums due to limited space). In addition, there is a table of aggregate speed mileage of each individual road, and a recapitulation of the total performance of Diesel, steam and electric power.

BOOK

Uriah Lott: Dauntless Pioneer and Man of Vision, by J. L. Allhands, 187 pages, illustrations, maps. Published by Naylor Company, 918 North St. Mary's st., San Antonio 6, Tex. \$2.95.

This modest-size book depicts the development of southwest Texas and the lower Rio Grande valley which resulted from the untiring efforts of Uriah Lott to provide the area with adequate transportation. Through Lott's faith in their future, development of Brownsville, Laredo, Corpus Christi and Houston is traced largely to the transportation agencies which he promoted. The author has spent over 50 years in railroad and general construction work in Texas and the southwest, and the book incorporates both his personal knowledge of the territory and a wealth of factual material to produce a very readable biography of a little-known Texas pioneer.

PAMPHLETS

Railroad 'Rithmetic, 2 books, edited by Olive W. Dennis. Book 1, 60 pages; book 2, 44 pages. Published by the Baltimore & Ohio, Public Relations Department, Baltimore 1, Md. Available free to school principals and teachers.

For a description of these booklets see *Railway Age* of March 25, page 70.

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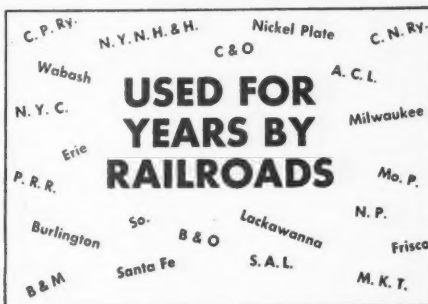
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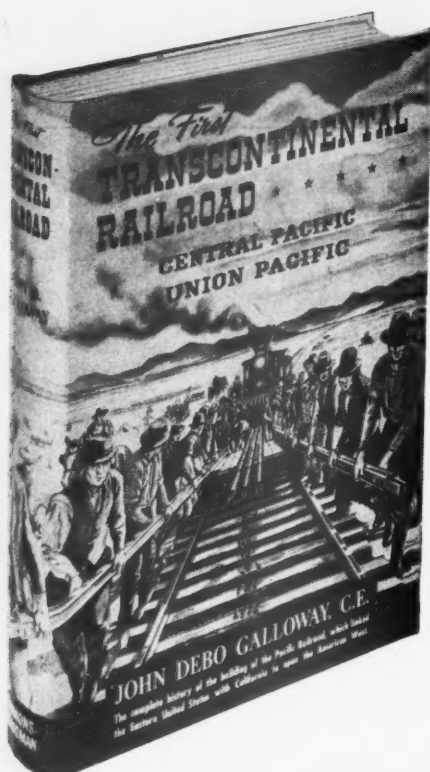


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